TRANSCRIPT OF RECORD.

SUPREME COURT OF THE UNITED STATES.

OCTOBER TERM, 1898.

No. 15A [illegible] 35

THE YAZOO AND MISSISSIPPI VALLEY RAILROAD COMPANY ET AL., PLAINTIFFS IN ERROR,

vs.

WIRT ADAMS, STATE REVENUE AGENT.

IN ERROR TO THE SUPREME COURT OF THE STATE OF MISSISSIPPI.

FILED APRIL 1, 1899.

(17,341.)

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1 Supreme Court of Mississippi, November Special Term, A. D. 1898.

Pleas and proceedings had and done at a special term of the supreme court of Mississippi, begun and held in the court-room, at the capitol, in the city of Jackson, on the third Monday, the 21st day, of November, in the year of our Lord one thousand eight hundred and ninety-eight.

Present: The Honorable Thomas H. Woods, chief justice, and the Honorable Albert H. Whitfield and the Honorable S. H. Terral, associate justices; E. W. Brown, clerk of said court, in person and by C. C. Campbell, his deputy; Thomas J. Wharton, marshal*l*, and Thomas Grant, porter.

Proclamation being duly made, the court proceeded to business.

Be it remembered that heretofore, to wit, on the 25th day of October, 1898, the following order was made in vacation, to wit:

"Ordered that a special term of the supreme court of the State of Mississippi be begun and held on the third Monday, being the 21st day, of November, 1898, when the docket of the first district shall be taken up and the cases thereon called and disposed of until the fourth Monday in December, when the docket of the third district will be taken up and the cases thereon called and disposed of until the first Monday in February, 1899, when the docket of the second district shall be taken up and the cases thereon called and disposed of until the first Monday of March thereafter.

Ordered this the 25th day of October, 1898.

THOS. H. WOODS,
Judge of the Supreme Court.
A. H. WHITFIELD,
Associate Justice, Supreme Court."

Which order was published in the "Meridian Herald," a newspaper published in the city of Meridian, for the space of three weeks and more.

2 Pleas and proceedings had and done at a regular term of the circuit court in and for the 1st district of Hinds county, State of Mississippi, begun and held at the court-room, in the city of Jackson, on the 2nd Monday, being the 13th day, of July, 1896, before the Honorable Robert Powell, judge of the 7th judicial district of the State of Mississippi and presiding judge of said court.

Be it remembered that heretofore, to wit, on the 7th day of December, 1893, there was filed in the clerk's office of said court a certain declaration, which, with the exhibits and endorsements thereon, is in words and figures following, to wit:

THE STATE OF MISSISSIPPI, *Hinds County.*

Circuit Court, First District.

WIRT ADAMS, State Revenue Agent, for the Use of THE STATE of Mississippi, Plaintiff,
vs.
THE YAZOO & MISSISSIPPI VALLEY RAILROAD CO. ET AL., Defendants.

Now comes the plaintiff, Wirt Adams, State revenue agent, who sues for the use of The State of Mississippi and of the counties of Coahoma, Bolivar, Washington, Sharkey, Issaquena, Warren, Claiborne, Jefferson, Franklin, Amite, Wilkinson, Tallahatchie, and Leflore, under and by virtue of chapter 126 of the Annotated Code of Mississippi, and complain- of the defendants The Yazoo & Mississippi Valley Railroad Company, a corporation created by and organized under the laws of the State of Mississippi, under an act entitled "An act incorporating the Yazoo & Mississippi Valley Railroad Company and declaring its powers," approved February 17, 1882, and The Illinois Central Railroad Company, a corporation created by and organized under the laws of the State of Illinois, and both having a part of their lines of railway, depots, and agents in said first district of Hinds county, in an action of debt on the statutes in such cases made and provided—

For that whereas heretofore, to wit, during the year 1892, the railroads and property of the Louisville, New Orleans & Texas Railway Company, a corporation authorized under the laws of the State of Mississippi under an act entitled "An act to amend an act entitled An act to authorize the Memphis & Vicksburg Railroad Company and the Mississippi Valley and Ship Island Railroad Company to effect a consolidation, approved March 3rd, 1882," approved March 15th, 1884, and created by a consolidation of the New Orleans, Baton Rouge, Vicksburg and Memphis Railroad Company, a Mississippi corporation created under an act entitled "An act to incorporate the New Orleans, Baton Rouge, Vicksburg and Memphis Short Line Railroad Company," approved March 9, 1882; the Memphis & Vicksburg Railroad Company, a Mississippi corporation created under an act entitled "An act to incorporate the Memphis and Vicksburg Railroad Company, approved August 8th, 1870; the Tennessee Southern Railroad Company, a Tennessee corporation, and the New Orleans and Mississippi Valley Railroad Company, a Louisiana corporation, under an act or deed of consolidation made and executed on or about August 12th, 1884, was duly assessfor taxation in said State of Mississippi under its laws by its Mississippi railroad commission, the said assessment being completed after objections heard on September 22nd, 1892, and was also by said commission duly classified for privilege taxation under said laws, the main line being by said commission classified as first class; the Riverside division, the Riverside division, special char-

ter, and the Helena branch, broad guage, as second class; the Tallahatchie branch and Bayou Sara division or branch as third class, and the Helena branch from Glendale to Eagle's Nest, purchased from the Financial Improvement Company, as narrow guage class, and the said assessment being as follows for the main line, to wit:

3	In the county of De Soto	$172,019
	In the county of Tunica	390,273
	In the county of Coahoma	417,217
	In the county of Bolivar	576,562
	In the county of Washington	428,558
	In the county of Sharkey	432,241
	In the county of Issaquena	90,518
	In the county of Warren	620,098
	In the county of Claiborne	267,533
	In the county of Jefferson	248,591
	In the county of Franklin	293,896
	In the county of Amite	218,136
	In the county of Wilkinson	150,312

For the Riverside division:

In the county of Coahoma	$260,301
In the county of Bolivar	448,335
In the county of Washington	8,511
In the county of Sharkey	23,672
In the county of Issaquena	46,382

For the Riverside division, special charter:

In the county of Bolivar	$93,483
In the county of Washington	452,391

The said Riverside division and Riverside division, special charter, constituting one continuous line or loop from Coahoma station, in Coahoma county, to Riverside station, in Sharkey county, while what is called the main line runs also from said Coahoma station by a different route, from five to twenty miles apart, to and through said Riverside station, the two lines connecting with and running into each other at said two stations.

For the Helena branch, broad guage:

In the county of Coahoma	$44,610

For the Helena branch, narrow guage:

In the county of Coahoma	30,000
Aggregating for the Helena branch	$74,610

For the Bayou Sara branch:

In the county of Wilkinson	$68,558

For the Tallahatchie branch:

In the county of Coahoma	$87,089
In the county of Tallahatchie	129,264
In the county of Leflore	33,571

And whereas the levy of State taxes for the said year 1892–1893 was five mills on the dollar's worth of taxable property;

And whereas the privilege taxes on railroads for said year under the *la* laws of said State were for first-class roads, $20.00; for second-class roads, $15.00; for third-class roads, $10.00, and for narrow-*guage* roads, $2.00 per mile;

And whereas the board of supervisors of said several counties did for *sd* said year duly levy county taxes on all taxable preperty within their respective limits as follows:

For the county of De Soto, six mills;
For the county of Tunica, seven and a half mills;
For the county of Coahoma, seven and a half mills;
For the county of Bolivar, seventeen and a half mills;
For the county of Washington, eight mills;
For the county of Sharkey, seven and a half mills;
For the county of Issaquena, seven and a half mills;
For the county of Warren, twelve and a half mills;
For the county of Claiborne, eight and a half mills;
For the county of Jefferson, seven and a half mills;
4 For the county of Franklin, nine mills;
For the county of Amite, twelve and a half mills;
For the county of Wilkinson, five and a half mills;
For the county of Tallahatchie, seven and a half mills;
For the county of Leflore, seven and a half mills;
on the dollar's worth of taxable property.

And whereas the mileage of said railroads in said respective counties was as follows:

For the main line and main track:

In the county of De Soto	12-870 miles.
In the county of Tunica	30-019 miles.
In the county of Coahoma	30-799 miles.
In the county of Bolivar	43-741 miles.
In the county of Washington	32-070 miles.
In the county of Sharkey	33-260 miles.
In the county of Issaquena	7-030 miles.
In the county of Warren	35-768 miles.
In the county of Claiborne	20-386 miles.
In the county of Jefferson	18-887 miles.
In the county of Franklin	22-691 miles.
In the county of Amite	16-562 miles.
In the county of Wilkinson	10-837 miles.

For the Riverside division, main track:

In the county of Coahoma	27-522 miles.
In the county of Bolivar	47-888 miles.

In the county of Washington..... ..... .0940 miles.
In the county of Sharkey..... .... 2-600 miles.
In the county of Issaquena..... .... 5-000 miles.

For the Riverside division, special charter, main track:

In the county of Bolivar..... ... 9-240 miles.
In the county of Washington..... .. 47-888 miles.

For the Tallahatchie branch, main track:

In the county of Coahoma..... 14-109 miles.
In the county of Tallahatchie..... ... . 20-445 miles.
In the county of Leflore..... 5-026 miles.

For the Bayou Sara branch, main track:

In the county of Wilkinson..... 8-050 miles.

For the Helena branch, broad *guage*, main track:

In the county of Coahoma.... ..... 7-200 miles.

For the Helena branch, narrow *guage*, main track:

In the county of Coahoma..... .... 12 miles.

Whereby and by force of the statute in such cases made and provided and by said assessment and levy of taxes the said property and railroads of the said Louisville, New Orleans and Texas Railway Company became and was liable to and indebted to the State and said counties for taxes and privilege taxes as aforesaid;

And whereas, on or about July 21st, 1892, all the railroads and property of said Louisville, New Orleans and Texas Railway Company was purchased by the said Illinois Central Railroad Company;

And whereas, on or about October 25th, 1892, the said Illinois Central Railroad Company turned over, delivered to, and merged all said property and railroads of said Louisville, New Orleans and Texas Railway Company with the railroad system and property of the said Yazoo & Mississippi Valley Railroad Company, which it also then and there owned and controlled, and the said Louisville, New Orleans and Texas Railway Company then and there surrendered its franchise and then and there became extinct and ceased to exist as a corporation;

And whereas the said Yazoo & Mississippi Valley Railroad Company, under the direction and control of said Illinois Central Railroad Company, then and there, in said October, 1892, began and have since continued operating all said railroads and railroad system of said Louisville, New Orleans & Texas Railway Company in said State, and by virtue and reason thereof have become liable to pay a new privilege tax thereon from said October 1st, 1892;

And whereas said Illinois Central Railroad Company and said Yazoo & Mississippi Valley Railroad Company by taking said property and railroad of said Louisville, New Orleans & Texas Railway Company became liable for its debts and obligations and liabilities

and did in fact agree to and did assume and promise to pay all said debts, obligations, and liabilities of whatever kind or character.

Whereby and by force of which foregoing laws, acts, and agreements the said Yazoo & Mississippi and Illinois Central Railroad Companies have become and are indebted to the State of Mississippi and said several counties for privilege and current State and county taxes as follows:

In De Soto county:

For privilege taxes for fiscal year previous to October 1, 1892	$257.40
And for privilege taxes for fiscal year commencing Oct. 1, 1892	257.40
3rd. And for State tax of 5 mills	860.09
4th. And for county tax of 6 mills	1,032.10

In Tunica county:

5th. Privilege taxes for fiscal year previous to Oct. 1, 1892	600.38
6th. And for privilege taxes for fiscal year commencing Oct. 1, 1892	600.38
7th. And for State tax of 5 mills	1,951.36
8. And for county tax of 7½ mills	2,927.04

In Coahoma county:

9. For privilege taxes for fiscal year previous to Oct. 1, 1892	615.58
10. And for privilege taxes for fiscal year commencing Oct. 1, 1892	615.58
11. And for State tax of 5 mills	2,086.08
12. And for county tax of 7½ mills	3,129.12

In Bolivar county:

13. For privilege taxes for fiscal year previous to Oct. 1, 1892	874.82
14. And for privilege taxes for fiscal year commencing Oct. 1, 1892	874.82
15. And for State tax of 5 mills	2,882.81
16. And for county tax of 17½ mills	10,089.83

In Washington county:

17. For privilege taxes for fiscal year previous to Oct. 1, 1892	641.40
18. And for privilege taxes for fiscal year commencing Oct. 1, 1892	641.40
19. And for State tax of 5 mills	2,142.79
20. And for county tax of 8 mills	3,428.46

In Sharkey county:

21. For privilege taxes for fiscal year previous to Oct. 1, 1892	665.20

22. And for privilege taxes for fiscal year commencing Oct. 1, 1892	665.20
23. And for State taxes of 5 mills	2,161.20
24. And for county tax of 7½ mills	3,241.80
In Issaquena county:	
25. And for privilege taxes for fiscal year previous to Oct. 1, 1892	140.60
26. And for privilege taxes for fiscal year commencing Oct. 1, 1892	140.60
27. And for State tax of 5 mills	452.59
28. And for county tax of 7½ mills	678.88
In Warren county:	
29. And for privilege taxes for fiscal year previous to Oct. 1, 1892	715.36
30. And for privilege tax for fiscal year commencing Oct. 1, 1892	715.36
31. And for State tax of 5 mills	3,100.49
32. And for county tax of 12½ mills	7,751.22
In Claiborne county:	
33. And for privilege tax for fiscal year previous to Oct. 1, 1892	406.72
34. And for privilege tax for fiscal year commencing Oct. 1, 1892	406.72
35. And for State tax of 5 mills	1,377.66
36. And for county tax of 8½ mills	2,274.03
In Jefferson county:	
37. And for privilege tax for fiscal year previous to Oct. 1, 1892	377.74
38. And for privilege tax for fiscal year commencing Oct. 1, 1892	377.74
39. And for State tax of 5 mills	1,242.95
40. And for county tax of 7½ mills	1,864.42
6 In Franklin county:	
41. And for privilege taxes for fiscal year previous to Oct. 1, 1892	453.8
42. And for privilege tax for fiscal year commencing Oct. 1, 1892	453.82
43. And for State tax of 5 mills	1,469.48
44. And for county tax of 9 mills	2,646.06
In Amite county:	
45. And for privilege tax for fiscal year previous to Oct. 1, 1892	331.24
46. And for privilege tax for fiscal year commencing Oct. 1, 1892	331.24
47. And for State tax of 5 mills	1,090.18
48. And for county tax of 12½ mills	2,725.45

In Wilkinson county:

49.	And for privilege tax for fiscal year previous to Oct. 1, 1892	216.74
50.	And for privilege tax for fiscal year commencing Oct. 1, 1892	216.74
51.	And for State tax of 5 mills	751.56
52.	And for county tax of 5½ mills	826.71

For the Riverside division.

In Coahoma county:

53.	And for privilege tax for fiscal year previous to Oct. 1, 1892	412.83
54.	And for privilege tax for fiscal year commencing Oct. 1, 1892	412.83
55.	And for State tax of 5 mills	1,301.50
56.	And for county tax of 7½ mills	1,952.25

In Bolivar county:

57.	And for privilege tax for fiscal year previous to Oct. 1, 1892	718.32
58.	And for privilege tax for fiscal year commencing Oct. 1, 1892	718.32
59.	And for State tax of 5 mills	2,241.67
60.	And for county tax, 17½ mills	7,845.84

In Washington county:

61.	And for privilege tax for fiscal year previous to Oct. 1, 1892	14.13
62.	And for privilege tax for fiscal year commencing Oct. 1, 1892	14.13
63.	And for State tax of 5 mills	42.55
64.	And for county tax of 8 mills	68.08

In Sharkey county:

65.	And for privilege tax for fiscal year previous to Oct. 1, 1892	39.00
66.	And for privilege tax for fiscal year commencing Oct. 1, 1892	39.00
67.	And for State tax of 5 mills	118.36
68.	And for county tax of 7½ mills	177.54

In Issaquena county:

69.	And for privilege tax for fiscal year previous to Oct. 1, 1892	75.00
70.	And for privilege tax for fiscal year commencing Oct. 1, 1892	75.00
71.	And for State tax of 5 mills	231.91
72.	And for county tax of 7½ mills	397.86

For Riverside division, special charter.

In Bolivar county:

73.	And for privilege tax for fiscal year previous to Oct. 1, 1892	138.60
74.	And for privilege tax for fiscal year commencing Oct. 1, 1892	138.60
75.	And for State tax of 5 mills	467.41
76.	And for county tax of 17½ mills	1,635.93

In Washington county:

77.	And for privilege tax for fiscal year previous to Oct. 1, 1892	718.32
78.	And for privilege tax for fiscal year commencing Oct. 1, 1892	718.32
79.	And for State tax of 5 mills	2,261.95
80.	And for county tax of 8 mills	3,619.12

For Helena branch, broad guage.

In Coahoma county:

81.	And for privilege tax for fiscal year previous to Oct. 1, 1892	108.00
82.	And for privilege tax for fiscal year commencing Oct. 1, 1892	108.00
83.	And for State tax of 5 mills	223.05
84.	And for county tax of 7½ mills	334.55

For Helena branch, narrow guage.

In Coahoma county:

85.	And for privilege tax for fiscal year previous to Oct. 1, 1892	24.00
86.	And for privilege tax for fiscal year commencing Oct. 1, 1892	24.00
87.	And for State tax of 5 mills	150.00
88.	And for county tax of 7½ mills	225.00

For the Bayou Sara branch.

In Wilkinson county:

89.	And for privilege tax for fiscal year previous to Oct. 1, 1892	80.50
90.	And for privilege tax for fiscal year commencing Oct. 1, 1892	80.50
91.	And for State tax of 5 mills	342.79
92.	And for county tax of 5½ mills	377.06

For the Tallahatchie branch.

In Coahoma county:

93.	And for privilege tax for fiscal year previous to Oct. 1, 1892	141.09

94.	And for privilege tax for fiscal year commencing Oct. 1, 1892.....	141.09
95.	And for State tax of 5 mills.....	435.44
96.	And for county tax of 7½ mills.....	653.16
	In Tallahatchie county:	
—.	And for privilege tax for fiscal year previous to Oct. 1, 1892.....	204.45
98.	And for privilege tax for fiscal year commencing Oct. 1, 1892.....	204.45
99.	And for State tax of 5 mills.....	646.32
100.	And for county tax of 7½ mills.....	969.48
	In Leflore county:	
101.	And for privilege tax for fiscal year previous to Oct. 1, 1892.....	50.26
102.	And for privilege tax for fiscal year commencing Oct. 1, 1892.....	50.26
103.	And for State tax of 5 mills.....	167.85
104.	And for county tax of 7½ mills.....	251.77

The plaintiff herewith files copies of said deed of consolidation of said four railroad companies into the said Louisville, New Orleans and Texas Railway Company, of said merger of said Louisville, New Orleans & Texas Railway Company into said Yazoo & Mississippi Valley Railroad Company, as Exhibits "A" and "B" to this declaration, and asks that they be taken as parts thereof. He also refers to said charters of said New Orleans, Baton Rouge, Vicksburg & Memphis Short Line Railroad Company, in the Laws of Mississippi for 1882, pages 920–'32; of said Memphis & Vicksburg Railroad Company, in the Laws of Mississippi for 1870, pages 316–326 and page 327; of said Louisville, New Orleans & Texas Railway Company, in the Laws of Mississippi for 1884, page 936, and of said Yazoo & Mississippi Valley Railroad Company, in the Laws of Mississippi for 1882, pages 838–849, and asks that they be considered a part of this declaration, as Exhibits "C," "D," "E," and "F."

He also files copies of said assessment, classification, and levy of State, county, and privilege taxes, as Exhibit "G" to this declaration, and asks that it be taken as a part thereof, and adopts the same as just, fair, reasonable, and correct.

And the plaintiff in fact avers that all the railroads on which the taxes are herein sued for had the first rails laid more than three years before July 1st, 1890, and although the said defendants were and are indebted to said State of Mississippi and to said several counties in said several amounts above specified and set forth, aggregating a large sum of money, to wit, the sum of $109,365.90, and although the fiscal year in which said several sums were due has expired, and although plaintiff has given each of said defendants notice in writing, a copy of which is Exhibit "G," more than ten days before the commencement of this suit, and to pay the same, yet the said defendants have hitherto failed and refused, and still fail

and refuse, to pay the same or any part or parcel thereof, to plaintiff's damage, and hence he sues and makes parties to this suit the Honorables J. F. Sessions, of Lincoln county; Walter McLaurin, of Warren county, and J. H. Askew, of Oktibbeha county, constituting said Mississippi railroad commission, and W. H. Rollins, sheriff and tax collector of De Soto county; T. O. King, sheriff and tax collector of Tunica county; R. N. Harris, sheriff and tax collector of Coahoma county; G. P. Melchoir, sheriff and tax collector of Bolivar county; J. L. Griffin, sheriff and tax col-
8 lector of Washington county; H. J. Wright, sheriff and tax collector of Sharkey county; A. N. Smith, sheriff and tax collector of Issaquena county; J. M. A. Brennan, sheriff and tax collector of Warren county; N. S. Walker, sheriff and tax collector of Claiborne county; L. W. Carradine, sheriff and tax collector of Jefferson county; R. S. Butler, sheriff and tax collector of Franklin county; D. M. Butler, sheriff and tax collector of Amite county; C. H. Neyland, sheriff and tax collector of Wilkinson county; C. H. Fonds, sheriff and tax collector of Tallahatchie county; J. L. Sullivan, ex-sheriff and tax collector, and W. C. George, present sheriff and tax collector, of Leflore county, as required by the statute in such cases made and provided, in section 4200 of the Annotated Code of Mississippi, and asks that they and said defendants be summoned, &c.

CRITZ & BECKETT,
Att'ys for Plaintiff.

EXHIBIT.

JACKSON, MISSISSIPPI, *November* 24, '93.

To the Yazoo & Mississippi Valley Railroad Company and the Illinois Central Railroad Company:

You are hereby respectfully notified that the railroads and property in this State belonging to the Louisville, New Orleans and Texas Railway Company were duly assessed for taxation for the year 1892–1893 by the Mississippi railroad commission, and duly classified for privilege taxation by said commission, and unless said taxes are paid within ten days I will, as State revenue agent, bring suit for same.

The said assessment and classification and levies of State, county, and privilege taxes for said year due and unpaid (to which is to be added a privilege tax of an equal amount for the fiscal year commencing October 1, 1892) are hereto attached and are as follows.

WIRT ADAMS,
State Revenue Agent.

I duly served the foregoing notice and attached papers on the Yazoo Valley & Mississippi Railroad Company and Illinois Central Railroad Company by delivering in person a true copy for each to

George R. Gordin, at union depot, in Jackson, Miss., he being then and there the agent for both said railroad companies.

Done this November 24th, 1893.

WIRT ADAMS,
State Revenue Agent.

9 EXHIBIT A.

Louisville, New Orleans & Texas Railway Co.

Articles of Association and Consolidation.

Articles of association and consolidation made and entered into this twelfth day of August, eighteen hundred and eighty-four, by and between the *Tennessee Southern Railroad Company*, a corporation created and existing under and by virtue of the laws of the State of Tennessee, of the first part; the *Memphis and Vicksburg Railroad Company*, a corporation created and existing under and by virtue of the laws of the State of Mississippi, of the second part; the *New Orleans, Baton Rouge, Vicksburg and Memphis Railroad Company*, a corporation created and existing under and by virtue of the laws of the State of Mississippi, of the third part, and *the New Orleans and Mississippi Valley Railroad Company*, a corporation created and existing under and by virtue of the laws of the State of Louisiana, of the fourth part.

Whereas, it is believed that a consolidation of the parties hereto into one corporation will be mutually advantageous, and it has been agreed, by and between the said parties, that they should be so consolidated with each other, in the manner and upon the terms and conditions hereinafter expressed,

Now, therefore, this agreement witnesseth: That under and by virtue of the statutes of the respective States of Tennessee, Mississippi and Louisiana, in such case made and provided, and in consideration of the mutual undertakings, covenants and agreements hereinafter contained, the said parties have mutually covenanted and agreed, and do hereby mutually covenant and agree to and with each other as follows, that is to say:—

Article I.

The said parties hereto do hereby consolidate with each
10 other into one consolidated corporation into which are merged and consolidated the several capital stocks, franchises, grants, immunities, privileges, properties, rights of way, and all property real, personal and mixed, of the several and respective parties hereto.

Article II.

The corporate name of the said consolidated company shall be the *Louisville, New Orleans and Texas Railway Company.*

Article III.

The officers of said consolidated company shall consist of a president, vice-president, secretary, treasurer, and nine directors, who shall be elected by the stockholders of the companies entering into this consolidation at the time the same is effected; and such officers shall be elected annually thereafter, upon such notice and terms as the board of directors may prescribe, but failure to hold any annual election shall in nowise impair or affect said corporation; in such event the officers elected at the last regular election shall hold office until their successors are elected and qualified, and a special election may be held for that purpose.

Article IV.

The capital stock of said consolidated corporation shall be ten million dollars, to be divided into one hundred thousand shares of one hundred dollars each; but the said corporation may at any time increase or diminish the amount of its capital stock according to law.

Article V.

Each stockholder of any of the divisional companies, parties hereto, shall be entitled to the same number of shares of the capital stock of the consolidated corporation which he holds of the capital stock of such divisional company, and shall be entitled to receive from said consolidated company certificates therefor upon the surrender of the certificates for stock in such divisional company held by him, and the remainder of the capital stock of such consolidated company shall be issued from time to time, and upon such terms and conditions as may be prescribed by the board of directors of said company.

Article VI.

That the company formed by consolidation as aforesaid, be, and the same is hereby authorized and empowered, in such manner and upon such conditions as permitted by law so to do, to issue its bonds and to secure the same by mortgage or deed in trust upon all its rights, ways, franchises, and property, real and personal, no matter where the same be situated, and whether the same be owned by said company at the time of its formation or thereafter acquired.

Article VII.

The domicile of such new corporation under the laws of the State of Louisiana, shall be in the parish of Orleans, and the general domicile of the consolidated company shall be at Memphis, in the State of Tennessee.

In witness whereof, the parties hereto have caused their corporate seals to be affixed, and attested by the secretaries of their respective

companies and their corporate names to be subscribed hereto by their respective presidents.

[SEAL.] THE TENNESSEE SOUTHERN RAILROAD COMPANY,
By R. T. WILSON, *President.*

Attest: HOLMES CUMMINS, *Secretary.*

[SEAL.] THE MEMPHIS AND VICKSBURG RAILROAD COMPANY,
By R. T. WILSON, *President.*

Attest: CHANNING BURNZ, *Secretary.*

[SEAL.] THE NEW ORLEANS, BATON ROUGE, VICKSBURG AND MEMPHIS RAILROAD COMPANY,
By R. T. WILSON, *President.*

Attest: CHARLES E. ARMSTRONG, *Secretary.*

[SEAL.] THE NEW ORLEANS AND MISSISSIPPI VALLEY RAILROAD COMPANY,
By R. T. WILSON, *President.*

Attest: C. H. BOSHER, *Secretary.*

12 EXHIBIT B.

Articles of Consolidation.

These articles of consolidation, made this 24th day of October, A. D. 1892, by and between the Louisville, New Orleans and Texas Railway Company, a corporation of the States of Tennessee, Mississippi and Louisiana, party of the first part, and the Yazoo and Mississippi Valley Railroad Company, a corporation of the State of Mississippi, party of the second part, witnesseth:

That under and by virtue of the charters of the respective parties hereto and of the laws of the respective States of Tennessee, Mississippi and Louisiana, in such case made and provided, the said parties of the first and second parts have mutually covenanted and agreed and do hereby mutually covenant and agree to and with each other, to unite, merge and consolidate their several capital stocks, corporate rights, franchises, immunities and privileges and properties of every kind, real, personal and mixed, upon the following terms and conditions, that is to say:

Article I. Such consolidation shall be effected by uniting or merging the stock, property and franchises of the party of the first part with and into the stock, property and franchises of the said The Yazoo and Mississippi Valley Railroad Company, without disturbing the corporate existence of the last-named company, or the

formation of any new, distinct, corporation, unless such result shall be necessary to give legal effect to this agreement; but whatever may be the legal consequence of the consolidation herein provided for, this agreement is to stand and be effective.

Article II. The corporate name of the said consolidated company shall be the Yazoo and Mississippi Valley Railroad Company.

13 Article III. The capital stock of the said consolidated company shall be fifteen million dollars, to be divided into one hundred and fifty thousand shares of one hundred dollars each; but the said corporation may at any time increase or diminish the amount of its capital stock according to law.

Article IV. Every holder of the stock of either of the said companies now outstanding shall be entitled to cast one vote for each share of stock held by him at all stockholders' meetings of the consolidated company, which vote may be cast either in person or by proxy, and shall have all the rights of a stockholder of the consolidated company, as fully as if new shares of the consolidated company had been issued and exchanged therefor; and in case the consolidated company shall determine to issue new shares, such shares shall be exchangeable at par for the now outstanding shares of each of the constituent companies; and the remainder of the capital stock of the consolidated company shall be issued from time to time, and upon such terms and conditions as may be prescribed by the board of directors of said company.

Article V. All and singular the rights, powers, privileges, immunities and franchises, and all the railroads, real and personal estate, easements, fixtures, equipments, choses in action and property and assets of every kind, nature or description, belonging to either of the parties hereto, shall be vested in, and become the property of, the said consolidated company, without any further act, deed, conveyance or assurance being required in the premises.

Article VI. The affairs of the consolidated company shall be managed by a board of directors, which shall consist of such a number of members, not less than five, as the company may determine from time to time, each of whom shall be a stock-

14 holder, and one of them a resident of the State of Mississippi, one of Tennessee and one of Louisiana. The members shall be divided into three equal classes as nearly as practicable. Successors to serve for the term of three years, shall be chosen for those who belong to the first class at the first annual meeting of the stockholders held after this consolidation shall have been effected; for those who belong to the second class, at the next annual meeting; and for those belonging to the third class at the next succeeding annual meeting of the stockholders. Each director successively chosen shall continue in office until his successor is elected. Vacancies in the board, caused otherwise than by expiration of the term for which the retiring director was chosen, may be filled by a vote of a majority of the directors remaining, such appointee to continue

in office until the next regular election of directors by the stockholders.

The first board of directors shall be composed of the following members, divided into three classes as follows:

First Class.—Stuyvesant Fish, Adolphe Schreiber, W. C. Craig, Charles A. Peabody, Jr.

Second Class.—John W. Auchincloss, Walther Luttgen, Edward H. Harriman, J. T. Harahan.

Third Class.—S. V. R. Cruger, R. P. Neeley, R. C. Shepherd, John C. Welling.

Article VII. The board of directors of said consolidated company shall choose one of their number president, whose term of office shall be one year, or until his successor shall be chosen and qualified. They may also appoint such other officers and agents as they may deem necessary from time to time, and prescribe their duties and compensation; and may provide, by the by-laws to be adopted, such rules and regulations relating to the affairs and business of said company as may be necessary or proper. The said board shall also have power to appoint an executive committee, of whom the president shall be one *ex officio*, who shall possess
15 and exercise all the powers and duties of the board of directors when the board is not in session. Until otherwise ordered, the corporate seal of the said consolidated company shall be that of the Yazoo and Mississippi Valley Railroad Company.

Article VIII. The said consolidated company shall be, and the same is hereby authorized and empowered, in such manner and upon such conditions as are permitted by law, to issue its bonds and to secure the same, as well as all bonds heretofore issued by either of the constituent companies, or that have been heretofore or may be hereafter issued by any other railroad company, by mortgage or deed of trust upon all or any of its railroads, rights, franchises and property, real or personal, wherever the same may be situated, and whether the same may be owned by said company at the time this consolidation is effected or may be thereafter acquired; and may also exercise any and every other corporate right or power now vested in, or which might have been heretofore lawfully exercised by, either of said constituent companies.

Article IX. Until otherwise ordered the domicile of the said corporation, under the laws of the State of Louisiana, shall be in the parish of Orleans; and, under the laws of the State of Mississippi, in the city of Jackson, in Hinds county; and the general domicile of the corporation shall be at Memphis, in the State of Tennessee.

Article X. The provisions of these articles shall be obligatory upon the successors and assigns of the respective parties hereto and shall become operative and of force from and after the 25th day of October, A. D. 1892.

In witness whereof, the parties hereto have caused their
16 corporate names to be hereto subscribed by their respective presidents, and their corporate seals to be affixed and at-

tested by their respective secretaries, on the day and year first above written.

LOUISVILLE, NEW ORLEANS AND TEXAS RAILWAY COMPANY,
[SEAL.] By RICHARD T. WILSON, *President.*

Attest: CHARLES H. BOSHER, *Secretary.*

THE YAZOO AND MISSISSIPPI VALLEY RAILROAD COMPANY,
[SEAL.] By STUYVESANT FISH, *President.*

Attest: ALEXANDER G. HACKSTAFF, *Secretary.*

As to the Louisville, New Orleans and Texas Railway Company:
Witness-:
S. TOWNSEND.
J. F. VAN NAME.
GEORGE H. TAYLOR.

As to the Yazoo and Mississippi Valley Railroad Company:
Witness-:
W. E. RUTTAN,
CHAS. H. WENMAN, AND
GEORGE H. TAYLOR.

17 STATE OF NEW YORK, } ss:
City and County of New York, }

Be it remembered that, on this twenty-fourth day of October, A. D. 1892, before me, George H. Taylor, a duly appointed notary public in and for the city and county of New York, State of New York, and commissioner for the State of Tennessee in and for the State of New York, residing in said city and county of New York, personally appeared Richard T. Wilson, president of the Louisville, New Orleans and Texas Railway Company, and Charles H. Bosher, secretary of the same company, to me personally known and known to me to be such officers of said company, who, being by me severally duly sworn, did depose and say: that the said Richard T. Wilson was the president and the said Charles H. Bosher was the secretary of the said company; that they knew the corporate seal of said company; that the seal affixed to the foregoing instrument was such corporate seal, and that it was so affixed thereto by order of the board of directors of said company; and that they, the said Richard T. Wilson and Charles H. Bosher, signed their names thereto by like order as president and secretary of said company respectively.

In witness whereof, I have hereunto set my hand and affixed my official seals this twenty-fourth day of October, A. D. 1892.

GEORGE H. TAYLOR,
[SEAL.] [SEAL.] *Commissioner for Tennessee in New York and Notary Public, N. Y. County.*

18 STATE OF NEW YORK, } ss:
City and County of New York, }

Be it remembered that, on this twenty-fourth day of October, A. D. 1892, before me, George H. Taylor, a duly appointed notary public in and for the city and county of New York, State of New York, and commissioner for the State of Mississippi in and for the State of New York, residing in said city and county of New York, personally appeared Richard T. Wilson, president of the Louisville, New Orleans and Texas Railway Company, and Charles H. Bosher, secretary of the same company, to me personally known and known to me to be such officers of said company, who being by me severally duly sworn, did depose and say: That the said Richard T. Wilson was the president and the said Charles H. Bosher was the secretary of the said company; that they knew the corporate seal of said company; that the seal affixed to the foregoing instrument was such corporate seal, and that it was so affixed thereto by order of the board of directors of said company; and that they, the said Richard T. Wilson and Charles H. Bosher, signed their names thereto by like order as president and secretary of said company respectively.

In witness whereof, I have hereunto set my hand and affixed my official seals this twenty-fourth day of October, A. D. 1892.

GEORGE H. TAYLOR,

[SEAL.] [SEAL.] *Commissioner for Mississippi in New York and Notary Public, N. Y. County.*

19 STATE OF NEW YORK, } ss:
City and County of New York, }

Be it remembered that, on this twenty-fourth day of October, A. D. 1892, before me, George H. Taylor, a duly appointed notary public in and for the city and county of New York, State of New York, and commissioner for the State of Louisiana in and for the State of New York, residing in said city and county of New York, personally appeared Richard T. Wilson, president of the Louisville, New Orleans and Texas Railway Company, and Charles H. Bosher, secretary of the same company, to me personally known, and known to me to be such officers of said company, who, being by me severally duly sworn, did depose and say: That the said Richard T. Wilson was the president, and the said Charles H. Bosher was the secretary of the said company; that they knew the corporate seal of said company; that the seal affixed to the foregoing instrument was such corporate seal, and that it was so affixed thereto by order of the board or directors of said company, and that they, the said Richard T. Wilson and Charles H. Bosher, signed their names thereto by like order as president and secretary of said company respectively.

In witness whereof, I have hereunto set my hand and affixed my official seals this twenty-fourth day of October, A. D. 1892.

GEORGE H. TAYLOR,

[SEAL.] [SEAL.] *Commissioner for Louisiana in New York and Notary Public, N. Y. County.*

20 STATE OF NEW YORK, } ss:
City and County of New York, }

Be it remembered that, on the twenty-fourth day of October, A. D. 1892, before me, George H. Taylor, a duly appointed notary public in and for the city and county of New York, State of New York, and commissioner for the State of Tennessee, in and for the State of New York, residing in said city and county of New York, personally appeared Stuyvesant Fish, president of the Yazoo and Mississippi Valley Railroad Company, and Alexander G. Hackstaff, secretary of the same company, to me personally known and known to me to be such officers of said company, who, being by me severally duly sworn, did depose and say: That he, the said Stuyvesant Fish, was the president, and that he, the said Alexander G. Hackstaff, was the secretary of the said company; that they knew the corporate seal of said company; that the seal affixed to the foregoing instrument was such corporate seal, and that it was so affixed thereto by order of the board of directors of said company; and that they, the said Stuyvesant Fish and Alexander G. Hackstaff, signed their names thereto by the li' e order as president and secretary of said company respectively.

In witness whereof, I have hereunto set my hand and affixed my official seals this twenty-fourth day of October, A. D. 1892.

GEORGE H. TAYLOR,
[SEAL.] [SEAL.] *Commissioner for Tennessee in New York and Notary Public, N. Y. County.*

21 STATE OF NEW YORK, } ss:
City and County of New York, }

Be it remembered that, on the twenty-fourth day of October, A. D. 1892, before me, George H. Taylor, a duly appointed notary public in and for the city and county of New York, State of New York, and commissioner for the State of Mississippi in and for the State of New York, residing in said city and county of New York, personally appeared Stuyvesant Fish, president of the Yazoo and Mississippi Valley Railroad Company, and Alexander G. Hackstaff, secretary of the same company, to me personally known and known to me to be such officers of said company, who, being by me severally duly sworn, did depose and say: That he, the said Stuyvesant Fish, was the president, and that he, the said Alexander G. Hackstaff, was the secretary of the said company; that they knew the corporate seal of said company; that the seal affixed to the foregoing instrument was such corporate seal, and that it was so affixed thereto by order of the board of directors of said company; and that they, the said Stuyvesant Fish and Alexander G. Hackstaff, signed their names thereto by the like order as president and secretary of said company, respectively.

In witness whereof, I have hereunto set my hand and affixed my official seals this twenty-fourth day of October, A. D. 1892.

GEORGE H. TAYLOR,
[SEAL.] [SEAL.] *Commissioner for Mississippi in New York and Notary Public, N. Y. County.*

22 STATE OF NEW YORK, } ss:
City and County of New York, }

Be it remembered that, on the twenty-fourth day of October, A. D. 1892, before me, George H. Taylor, a duly appointed notary public in and for the city and county of New York, State of New York, and commissioner for the State of Louisiana in and for the State of New York, residing in said city and county of New York, personally appeared Stuyvesant Fish, president of the Yazoo and Mississippi Valley Railroad Company, and Alexander G. Hackstaff, secretary of the same company, to me personally known and known to me to be such officers of said company, who, being by me severally duly sworn, did depose and say: That he, the said Stuyvesant Fish, was the president, and that he, the said Alexander G. Hackstaff, was the secretary of the said company; that they knew the corporate seal of said company; that the seal affixed to the foregoing instrument was such corporate seal, and that it was so affixed thereto by order of the board of directors of said company, and that they, the said Stuyvesant Fish and Alexander G. Hackstaff, signed their names thereto by the like order as president and secretary of said company respectively.

In witness whereof, I have hereunto set my hand and affixed my official seals this twenty-fourth day of October, A. D. 1892.

GEORGE H. TAYLOR,
Commissioner for Louisiana in New York and Notary Public, N. Y. County.

[SEAL.]
[SEAL.]

23 EXHIBIT C.

Charter of the New Orleans, Baton Rouge, Vicksburg & Memphis Railroad Co.

An act to incorporate the New Orleans, Baton Rouge, Vicksburg and Memphis Short Line Railroad Company.

SECTION 1. Be it enacted by the legislature of the State of Mississippi, That A. R. Shaw, P. Willoughby, L. G. Chapman, F. H. Brown, N. B. Norwood, F. O. Brown, T. A. Moore, and B. F. Morris, and their associates, successors and assigns, be and they are hereby made and constituted a body corporate and politic, by the name of the New Orleans, Baton Rouge, Vicksburg and Memphis Railroad Company, and by that name may sue and be sued, plead and be impleaded, in any court in this State, and have a common seal, the same to break, alter or renew at pleasure; and the said company is hereby authorized and empowered to locate and construct a single or double standard gauge railroad or way, from the city of Vicksburg, in the county of Warren, on or by that route which said company may determine to be the most practicable or desirable, toward the city of Memphis in the State of Tennessee, and to such a point on the line dividing the State of Mississippi and the State of Tennessee, as the company may determine upon, to connect at said point with any railroad or way running out of or from the

24 city of Memphis, and also from said city of Vicksburg by or on any route which said company may determine to be the most desirable, toward the city of New Orleans, in the State of Louisiana, and to such a point on the line dividing the State of Mississippi from the State of Louisiana, as the company may determine upon, and to connect at said point with a railroad leading out of or from the city of New Orleans to said point on said dividing line; also to run a branch from any point on said road to the city of Natchez, in the county of Adams, and to take, transport and carry persons or property upon said railroad or way, and to receive, for the safe keeping and store, merchandise and all other property in its yards and warehouses, and to receive for such safe keeping, passage and transportation such tolls and charges as may, from time to time, be established by the directors of said company, and to construct,

Incorporators.

Name of company.

Route of roads.

Branch to Natchez.

Tolls, charges, etc.

establish, or purchase, in this State, and thereafter to own, maintain, use and lease suitable wharves, piers, warehouses, yards, depots, harbors, stations, and all other works and appurtenances, connected with and incidental to said railroad, and to run and manage the same as the directors of said company shall deem most expedient to the welfare of the company.

SEC. 2. Be it further enacted, That the said company be, and is hereby authorized and empowered, to enter upon, take and hold any land or premises whatever, whether by purchase, grant, donation, devise or otherwise, that may be necessary and proper for the construction and working of said road, not exceeding fifty feet in width on each side of the line of its railroad, unless a greater width be required for excavation or embankment; and also any lands or premises that may be necessary and proper for turnouts, side tracks, standing places for cars, depots, station-houses, work and machine shops, and any other structures required in the construction, security and working of said railroad; and said company shall have the right to cut and remove trees and other material that might, by falling, encumber its road-bed, though standing more than fifty feet from the lines of said road; and in case the owners of such lands or premises cannot agree with said company as to the value of the premises taken or to be taken for the use, of said road, the value thereof shall be determined by the appraisal of three disinterested commissioners, who may be appointed on the application of either party to the chancery court of the county in which the land or premises to be taken lie; and the said commissioners shall appraise, in their assessment of damages, such premises at what would have been the value thereof, had not the road been built; and upon the return into court of such appraisement, and upon the payment into the same of the estimated value of the premises taken, for use and benefit of the owners thereof, said premises shall be deemed to be taken by said company, which shall acquire full title to the same for the purposes aforesaid; either party feeling aggrieved at such an appraisement may, within thirty days after the same has been returned into court, file an appeal therefrom, and demand a jury of twelve men to estimate the damages sustained; but such appeal shall not interfere with the right of said company to enter upon

Right of way.

How lands may be condemned.

Jury to estimate damages.

the premises taken, or to do any act necessary and proper in the construction of its road; and the party appealing shall give bond, with sufficient security for the payment of costs that may arise from said appeal; and in case the party appealing does not obtain a verdict, increasing or diminishing, as the case may be, the award of the commissioners, such party shall pay the whole cost incurred by the appellee, as well as his own, and the payment into court, for the use of the owner of the premises taken, of a sum equal to that finally awarded, shall be held to vest in said company the title of said land, and the right to use and occupy the same for the construction, maintenance and operation of said road; and in case any of the lands to be taken as aforesaid, shall be held by any infant, *femme covert*, *non compos* or insane person or persons residing without the State, or person subjected to any legal disability, the court may appoint a guardian for such party, to appear in proper person, who shall give bond, with sufficient security, for the faithful and proper execution of his trust, and who may represent in court the person disqualified or residing without the State as aforesaid, when the proceedings shall be had in reference to the appraisement of the premises to be taken for
26 the use of said company, and with the same effect as has already been described, and the title of the company to the lands taken by this act shall not be affected or impaired by reason of any failure of any guardian to faithfully discharge his trust; and in case any party shall have a right or claim to any land for a term of years, or any interest therein in possession, reversion or remainder, or as mortgagee, trustee or *cestu- que trust*, the value of any such estate, less than a fee-simple, and of all interest therein, shall be estimated and determined in the manner hereinbefore set forth; and in case it shall be necessary to enter upon any lands unoccupied, and of which there is no apparent owner or claimant, it may proceed to take and use same for the purpose of the railroad, and may institute proceedings in the manner described, for the purpose of ascertaining the value and acquiring the title to the same; but the court shall determine the kind of notice to be served on such owner or owners, and may, in its discretion, appoint an agent or guardian, to represent such owner or owners in case of his or her incapacity or non-appearance; but in

Payment vests title.

Title shall not be impaired.

Court may appoint agent or guardian.

case no claimant shall appear within six years from the time of the opening said road across any land, all claims to damages against said company shall be barred; and when any land to be taken for the purposes aforesaid shall belong to any infant, *non compos*, or insane person, having a resident general guardian, such guardian may agree with said company upon the amount of damages to be paid for taking such lands, or release to said company his claim or right to damages in the premises.

When claims barred.

Capital stock.

SEC. 3. Be it further enacted, That the capital stock of said company shall be five million, two hundred and fifty thousand dollars, represented by fifty-two thousand shares, of the value of one hundred dollars each, with the right to increase said capital stock, as the extension of the main line or the purchase or construction of branches may require; provided, the consent of the stockholders holding the larger amount in value of stock be first obtained at a meeting of stockholders, to be held after thirty days' notice, to be given in pursuance of law; which shares shall be deemed personal property, and to be transferred in such manner as the by-laws of said company shall direct.

Payment of stock.

27 SEC. 4. Be it further enacted, That the time and manner for the payment of stock shall be such as may be determined by the board of directors; provided, however, that no call shall be made for more than ten per cent. on each share at any time and that a period of thirty days shall elapse before another call can be made; and in case any stockholder shall refuse or neglect to make payment pursuant to the requisition of the board of directors, the stock of such stockholder, or so much thereof as may be necessary, may be sold by the board of directors of said company at public auction, after the lapse of sixty days from the time when the payment became due; and all surplus money, the proceeds of such sale, after deducting the payments due and the interest thereon, and the necessary expenses of the sale, shall be paid over to such negligent stockholder.

Subscription to stock.

SEC. 5. Be it further enacted, That any county through which said railroad will pass, incorporated city or town, interested therein, or any township along the line of said road or contiguous thereto, may subscribe to the capital stock of said company in any sum, the interest upon

which, at seven per cent. per annum, shall not exceed two per cent. upon the assessed value of real estate within their limits.

Questions to be submitted to voters.

SEC. 6. Be it further enacted, That no subscription shall be made to the capital stock of said company until the question has been submitted to the legal voters of such county or counties, city or cities, incorporated town or towns, or townships, in which the subscription is proposed to be made; and the president and board of supervisors for the county, and the mayor of any incorporated city or town, *is* hereby required, upon the petition of fifteen legal voters and tax-payers of such county, city or town, and in which petition the amount proposed to be subscribed shall be stated, to post up notices in at least five public places, in such county, city or town, and to publish the same in the newspapers published in such place, not less than twenty days before holding such election, notifying the legal voters of such county, city, or town to meet at the usual places for holding elections in such county, city or town, for the purpose of voting "for" or "against" such subscription; and the officers aforesaid shall

How election conducted.

28 appoint judges and returning officers for such elections, which shall in all respects be conducted as other elections are in such county, city or town, and the return thereof made in the same manner; and the result shall be entered upon the minutes of the board of supervisors in the case of a county, and of a city or town, in the respective minutes of said city or town.

If two-thirds favor.

SEC. 7. Be it further enacted, That if it shall appear that two-thirds of all qualified votes cast at such election of county, city or town have voted "For subscription," it shall be the duty of such president of the board of supervisors, of such county, or the chief of such incorporated city or town, to subscribe to the capital stock of said railroad company, and in the name of such county, city or town, the amount so voted to be subscribed, and to receive from said company the proper certificates therefor; he shall also execute to said company in the name of such county, city or town, bonds, bearing interest at seven per cent. per annum, which bonds shall be payable to bearer, and run for a term of not more than twenty years, and the interest on the same shall be payable annually, and such bonds shall be signed by such president, mayor or other executive officer, and be attested by the clerk of the

Bonds to be issued.

board of supervisors, or of the city or town, as the case may be, in whose name the bonds are issued, and a true record shall be kept of all such bonds so issued; said bonds shall be delivered to the president or secretary of said company, for the use of said company.

Township subscription.

SEC. 8. Be it further enacted, That if any county shall refuse to subscribe to said company, — any township, along or near said railroad, shall petition as aforesaid, the president of the board of supervisors, for an election, the president shall order an election as herein provided for counties, and if two-thirds of the voters at such election of said township, shall vote "For subscription," the result thereof shall be entered upon the minutes of the board of supervisors for said county. The president of the board of supervisors of such county shall execute to said company, in the name of said township, to be particularly designated by the number of the township in the United States surveys, or by some name 29 given thereto, bonds bearing interest at seven per cent. per annum, which shall be in all respects of the same character as the bonds described in section seven, and shall be signed by the president, and attested by the clerk of the board of supervisors, and a record kept of the issuance of said clerk, and shall be delivered to the president or secretary of said company.

Duty of tax assessors.

SEC. 9. Be it further enacted, That it shall be the duty of the assessor of taxes in such county, city, town, or township, annually, after the execution and delivery of such bonds as aforesaid to compute and assess upon the taxable property of such county, city, town, or township, a sum sufficient to pay the interest and cost of collection and disbursement upon all bonds so issued by the respective counties, cities, towns, or townships, which tax shall be entered on the assessors' books, made out for the collector as other taxes are, in a column designated, "Interest on railroad bonds," and shall be collected in the manner as other taxes are; and when collected, shall be paid to the treasurer of the county, and paid out in redemption of the coupons, for which said taxes were assessed respectively and collected; and such counties, cities, towns, or townships, shall have the power to provide by judicious taxation for the redemption of their respective bonds herein provided for.

Vote of stock.

SEC. 10. Be it further enacted, That at all elections for officers, and in all questions voted on by the stockholders of said company, the president of the board of supervisors of said county, the mayor of any city or town, and the supervisors of any township, which shall have subscribed to said stock shall represent and cast the vote which said stock is entitled to cast, unless said county, city, town, or township shall appoint some other person to perform said duty.

Liability of stockholders.

SEC. 11. Be it further enacted, That no stockholders, whether corporate or natural persons, shall be liable under his or their subscriptions of stock of said company for more than the amount of their respective subscription of stock, and according to the call of directors, under the conditions hereinbefore provided.

Books of subscription.

SEC. 12. Be it further enacted, That the persons named in the first section of this act, and such other persons as may associate themselves with them, or a majority of them, shall open books to receive subscriptions to the capital stock of said company, at such times and places as they or a majority of them may appoint, and shall give such notice of the time and places of opening said books as they may deem reasonable, and shall receive subscriptions under such regulations as they may adopt for the purposes.

Board of directors.

SEC. 13. Be it further enacted, That the corporate power of this company shall be vested in a board of directors, composed of the seven incorporate members, and shall hold their offices until the first day of ——, 188–, or until their successors are elected and qualified.

Election by ballot.

SEC. 14. Be it further enacted, That the next board of directors shall be elected at the general election of officers which shall be held on the first Monday in April, 188–, and annually on said day thereafter. All elections shall be by ballot, and each stockholder shall be entitled to vote in person or by proxy, one vote for each share of stock held by such person, corporate or natural, for ten days previous to the elections; and in all elections or deliberations, each person shall be entitled to one vote, in person or by proxy, for each and every share of stock held by him as aforesaid.

If directors not elected on day appointed.

SEC. 15. Be it further enacted, That in case it shall so happen that an election of directors shall not be made on the day herein appointed, said company shall not, for that cause, be deemed dis-

solved, but said election shall be held on any day which may be appointed by the directors of said company; and the directors and officers shall continue in office until their successors are elected and duly qualified.

By laws.

SEC. 16. Be it further enacted, That the directors shall have full power to make and prescribe such by-laws, rules and regulations, not contrary to this charter, nor of the State of Mississippi, or the United States, as they shall deem needful and proper, touching the disposition of stock, property, estate, and effects of said company, the transfer of shares, the duties and conduct of officers and servants, and all matters whatsoever, which may appertain to the concerns of said company;

Grants and donations.

and said company is also hereby empowered to take and hold, whether by purchase, grant, donation, devise, or otherwise, such real estate and other property as may be necessary and convenient in accomplishing the objects for which this incorporation is granted, and by their agents, surveyors, engineers, and servants, enter upon such route or places to be designated by the surveyor thereof, made and adopted by the directors of said company.

Single or double track.

SEC. 17. Be it further enacted, That said company is hereby authorized to construct, erect, make, build or purchase and thereafter to own, maintain, use and lease, a single or double railroad or way, of suitable width or dimensions, to be determined by the directors of said company, on the line or course by them designated, and shall have power to regulate the time and manner in which goods or passengers shall be transported, taken and carried on the same, and shall have

Transportation.

power to erect and maintain, toll-houses and all other buildings for the accommodation of their concerns, as they may deem suitable for their interests.

Crossing streams or highways.

SEC. 18. Be it further enacted, That whenever it shall be necessary for the construction of their single or double railroad, or way, to cross any streams of water or any road or highway, it shall be lawful for said company to construct said railroad across or upon the same; but said company shall restore said stream, road or highway, thus intersected or crossed to its former state, or in such a state as not to impair its usefulness; and in all cases, when any road or public highway is so located, that said railroad cannot be judiciously laid out or constructed across or upon the same

without interfering therewith, the county supervisors may authorize in such cases, the company by their engineer, to cause such road or roads to be changed or altered in such a manner that said railroad may be made on the ground for that purpose; provided, that said company shall put such road thus altered, in as good repair as at the time of changing or altering the same.

Damages and obstructions.

Roads to be altered.

SEC. 19. Be it further enacted, That if any person shall wilfully do or cause to be done, any act or acts whatever, whereby any building, construction or work of said company, or any engine, machine, or structure or other matter or thing appertaining to the same, shall be stopped, obstructed, impaired, weakened, injured or destroyed, the person or persons so offending shall be deemed guilty of a misdemeanor, and shall forfeit and pay to said company double the amount of damages sustained by means of such offense or injury, to be recovered in the name of the company, with costs of suit by action for debt.

May borrow money.

SEC. 20. Be it further enacted, That said company is hereby authorized and empowered, from time to time, to borrow money or purchase property on its own credit, for the purpose of constructing and maintaining said railroad, and as evidence of the indebtedness of the company for such loans or for the purchase of property, may issue its corporate bonds or promissory notes, bearing interest at such a rate per annum and payable at such times and places as the directors of said company may fix and designate, and to secure the payment of such bonds or notes and interest, may mortgage its railroad, its corporate franchises, its real and personal property, or any part or portion thereof, and it may, by its president or other officers or agents, duly authorized by the directors, sell, negotiate or dispose of said bonds or promissory notes, or of its stock, or any of its personal or real property, at such times and places and at such rates and for such prices, either within or without the State, as the board of directors may deem best for the interest of the company, and if such capital stock, bonds or notes are disposed of or sold at a discount, such sale or disposition shall be in all respects binding upon the company; and such stocks, bonds or notes, shall be valid for the par value thereof, as if the same had been sold at par value.

Mortgage property.

If so'd at discount.

Lands for stock.

SEC. 21. Be it further enacted, That said company may receive and take in payment, as cash for stock, upon the subscription therefor, any lands, the same to be conveyed to it in fee-simple, which shall be valued and appraised by the directors of the company, and such valuation thereof shall be returned in writing to the president of said company who shall cause the same to be entered upon the proper books of the company and to the credit of the subscription of the grantors, and certificates of stock shall be issued therefor to the subscribers thereof.

Sale of bonds.

33 SEC. 22. Be it further enacted, That no bonds issued and delivered to said company by any county, city, town, or township, shall be sold or negotiated, without the concurrence of two-thirds of the directors of said company, entered of record so as to preserve the evidence thereof.

Exempt from jury and militia duty.

SEC. 23. Be it further enacted, That the officers, agents and servants of said company, be and they are hereby exempt from jury duty and militia duty, while in the actual service of the company, except in case of insurrection or invasion.

Domicile, service of process.

SEC. 24. Be it further enacted, That the domicile of said company shall be fixed in the city of Vicksburg, and the business of said company shall be done and transacted and the records kept at the domicile of said company; and service of process, wherein said company is interested, shall be upon the president of said company or the secretary thereof; and the rights, power and authority granted in this act of incorporation shall be perpetual, except that the same may be altered or amended as necessity may require.

Connections, consolidations.

SEC. 25. Be it further enacted, That the company shall have power and authority to purchase and hold any connecting railroad, and operate the same or to consolidate the company with any other company, under the name of one or both; but when such purchase is made or consolidation is effected, the said company shall be entitled to all the benefits, rights, franchises, lands and property of every description, belonging to said road or roads so sold or consolidated.

How dissolved.

SEC. 26. Be it further enacted, That this corporation may be dissolved at a general meeting convened for that purpose, with the assent of a majority of the stock represented at such meeting, and in case of dissolution, the liquidation

shall be conducted by three commissioners, elected by ballot at such meeting.

SEC. 27. Be it further enacted, That this act shall take effect and be in force from and after its passage.

Approved, March 9, 1882.

34 EXHIBIT D.

Charter of the Memphis and Vicksburg Railroad Company.

An act to incorporate the Memphis and Vicksburg Railroad Company.

Names of the incorporators of the Memphis and Vicksburg railroad.

SECTION 1. *Be it enacted by the legislature of the State of Mississippi*, That M. S. Alcorn, A. S. Dowd, John Jones, B. Harrington, J. L. Alcorn, P. C. Legg, D. M. Childress, and James A. Peace, all of the county of Coahoma; Peter B. Starke, and Charles Clark, of the county of Bolivar; R. G. Simms, and C. W. Clark, of Washington county; J. M. Manning, and J. F. Jaques, of Tunica county; T. W. Stringer, of Warren county; H. N. Ballard, J. W. Vance, of the county of De Soto; together with those who may hereafter become stockholders, in the manner hereinafter provided, their successors and assigns, and the assigns of such assigns, be, and they are hereby created a body corporate, by the name and style of the Memphis and Vicksburg Railroad Company, and as such, shall have perpetual succession; and by that name and style shall be, and are hereby made capable in law to have, purchase, receive, and enjoy real and personal estate, and retain to them, their successors, and assigns, all such lands, tenements and hereditaments, as shall be requisite for the accommodation and convenience in the transaction of their business, and such as may be in good faith

35 conveyed to them, by way of security, or in satisfaction of debts, or by donation or purchase, and the same to sell, grant, rent or otherwise dispose of; to sue and be sued, to plead and be impleaded, to answer and be answered unto, defend and be defended, in any court of law or equity, and to make, have, and use a common seal, and the same to alter, break or renew at pleasure.

Powers conferred and responsibilities imposed on company.

Right to construct railroad.

SEC. 2. Be it further enacted, That the said corporation shall be, and are hereby vested with the rights and exclusive authority to construct a railroad, with a double or single track, from the city

Line of the route of the road.

of Vicksburg, in the county of Warren; to the northern boundary of the State, in the county of De Soto, in the direction of the city of Memphis, in the State of Tennessee; passing through the county of Issaquena, on the most eligible ground east or west of Sunflower river; through the county of Washington, east or west of Deer creek; through the county of Bolivar, east or west of Bogue Pholia; through the county of Coahoma, in the direction of Swan lake, in said county, on or near the east bank of the same; thence crossing the Yazoo pass at the most eligible place, in the direction of Moon lake, along or around the bank of said lake, to a point proper for divergence in the direction of Beaver Dam lake, in Tunica county; thence, by way of said lake, or in the vicinity thereof, through Tunica county, in the direction of Memphis, by way, or in the vicinity of Horn lake, in the county of De Soto, toward the Mississippi boundary, in the direction, as aforesaid, of Memphis, Tennessee.

Capital stock.

SEC. 3. Be it further enacted, That the capital stock of said company shall be five millions of dollars, and shall be augmented to eight millions of dollars, after the grading of the road shall have been completed, divided into shares of one hundred dollars each; and the shares of the capital stock of said company shall be deemed personal property, transferable by assignment agreeable to the by-laws of said company.

Persons named above to act as commissioners, to authorize the opening of books for stock.

SEC. 4. Be it further enacted, That the above-named persons, or a majority of those who may consent to act as such, shall be commissioners, who may authorize such person or persons as they may select, to open books for subscription to the capital stock of said corporation, at
36 such times and places as they may deem expedient. And the books shall be kept open until at least one million dollars are subscribed. Provided, that any subscription at any time or place, other than those advertised, may be received, by said commissioners, or any one of them, or by the person appointed to receive subscriptions, and the same shall be valid against the party subscribing, as if received at the time and place advertised. As soon as the stock shall be subscribed, or fifty thousand dollars of the same, such one of the persons so acting as commissioner, who may be appointed for this purpose, shall, by giving at least thirty days' notice of the time and place of meeting, in at least three public news-

May call a meeting of stockholders.

papers: one published at Vicksburg, one at Memphis, and another as near as practicable, on the line of said road, for a meeting to elect directors, at the time and place appointed; and nine directors shall be chosen, by ballot, by such stockholders as shall attend for that purpose, either in person or by proxy. Each share of the capital stock shall entitle the holder to one vote. The persons named in the first section of this act as commissioners, or any three appointed by a majority of such as shall act as commissioners, as hereinbefore provided, shall be inspectors of such election first held, and shall certify under their hands and seals what persons are elected. A new election of directors shall be held annually, at such time and place as the stockholders, at their preceding meeting, shall appoint; but if no election shall be made on the day appointed, such election shall be held at any other time appointed by the by-laws of the corporation, and the directors chosen at any election shall continue in office until their successors are elected and qualified; and, as soon after their election as may be convenient, they, or a majority of them, shall hold a meeting and elect one of their number president; and if a vacancy shall occur in said board by death, resignation, or otherwise, said vacancy may be filled by the remaining directors, or a majority of them; four or more of said directors, with the president, shall form a board, and be competent to transact all the business of the corporation, and, in the event of the absence of the president, from any cause whatever, the directors, if five are present, shall elect one of their number president *pro tempore*.

Number of directors to be chosen.

Commissioners to be inspectors of elections.

Election of directors to be held annually.

How vacancies may be filled.

37 SEC. 5. Be it further enacted, That upon every subscription for stock there shall be paid at the time of subscribing, to the person or persons authorized by the commissioners, or a majority of those who may act, to open said books, the sum of fifty cents on each share subscribed, and the residue thereof shall be paid in such instalments, and at such time as may be required by the president and directors of said company, to the treasurer thereof. Provided, that no more than five per cent. on the capital stock subscribed, shall be paid or called for, until, in the opinion of the president and directors, or the president and a majority of the directors, a sufficient amount of the capital stock shall be subscribed, with other resources, means and credits of the company, to

Fifty cents of each share of stock paid at the time of subscribing.

How future payments of stock shall be demanded.

construct said road. No payment other than the first shall be demanded until at least thirty days' notice of such demand shall have been given by the president and directors, in three public newspapers: one published at Vicksburg, one at Memphis, and another as near as practicable, on the line of said road. And said person or persons appointed by said commissioners, as aforesaid, to receive such first instalment, and who shall receive the same, shall forthwith, after such election of the president and directors of the company, pay over to the directors or the treasurer of said company, all moneys received by them, and on failure thereof, the president and directors may recover the amount from him or them, by motion, on ten days' notice, in the circuit court of the county wherein he or they, or his or their executors or administrators, may reside; and the clerk of said court shall endorse on the execution which shall issue on such judgment, that no security shall be taken; and the sheriff or other officer executing said execution, shall govern himself accordingly.

How the president and directors may recover the same when commissioners fail to pay it over.

Penalty for failure to pay stock when called on.

SEC. 6. Be it further enacted, That should any stockholder fail or neglect to pay any instalment or parts of said subscription demanded, as aforesaid, for thirty days after the same shall be due and payable, the said president and directors, upon giving twenty days' notice thereof, in some newspaper published in any or either of the places aforesaid, may, and they are hereby authorized to sell at public auction, so many shares of
38 such delinquent stockholder or stockholders' stock, as shall be necessary to pay such instalment, and the expenses of advertising and sale, and transfer the shares so sold to the purchasers; and the residue of the money arising from such sale, after paying such instalment, and the expenses, if any, shall be paid to such delinquent stockholders, on demand. In the event the proceeds of the sale of all the stock held by such delinquent stockholder shall not pay the instalment or instalments then due, and the expense of said sale, then the president and directors may recover the residue of such unpaid instalment or instalments, and all costs of such delinquent stockholder, his or her executors or administrators, on ten days' notice, before any justice of the peace, where the amount due does not exceed one hundred and fifty dollars, or before the circuit court, where the amount exceeds one hundred and fifty

Where the sale of stock does not pay the amount due, etc.

dollars, in the county of which he, she or they are inhabitants; and any purchaser of stock under such sale shall be subject to the same rules and regulations as the original subscriber.

Powers vested in president and board of directors.

SEC. 7. Be it further enacted, That the president and directors of said company shall be, and they are hereby vested with all the rights, privileges and powers requisite and necessary for the construction, repair, and maintenance of a railroad, to be located as aforesaid, with double or single track, as a majority of them shall determine, and to make and construct all works whatsoever, which may be necessary and expedient in order to the proper completion of said road and its appendages; to erect depots for the accommodation of passengers, storage of property of any description, water stations, machine shops, car-houses, and such other buildings as may be thought necessary for the protection and repairs of their property, or that which may be entrusted to their care; they shall have power to appoint a treasurer, clerks, engineers, surveyors, and such other officers as may be necessary to conduct the business of the company, and require bonds for the faithful performance of their duty; they shall have power to make contracts with any person or persons, in behalf of the company, for making or repairing the said railroad, or any part thereof, and performing all the work respecting the same, which they may deem necessary or proper; to require of the shareholders, from time to time, instalments upon their stock, until one hundred dollars a share shall have been paid; to call general meetings of the stockholders whenever the interest of the stockholders may seem to require it, and to adopt rules and by-laws for the government of said company as they may think right and proper, not inconsistent with the laws and constitution of this State, or of the United States.

Power to appoint all subordinate officers.

To make all contracts.

39

To call general meetings of stockholders and make all necessary rules and regulations.

To cause examination and surveys to be made.

SEC. 8. Be it further enacted, That said corporation be, and they are hereby authorized to cause such examination and surveys to be made on the ground before indicated, as shall be necessary to determine the most eligible route on which to construct said road, and it shall be lawful for said corporation, by its members, officers, or agents, to enter upon and take possession of all such lands, timbers, stone, gravel, earth, or other materials as may be necessary for the construction or repair

May agree with the owners of land, etc., for use of road.

of said railroad, and the requisite erections; and the president and directors of said company may agree with the owner of said land, timber, earth, gravel, stone, or other material, or any other article whatever, which may be wanted in the construction or repair of said road, or any of its works, for the purpose or occupation of the same;

How cases of disagreement shall be settled.

and in case of disagreement with the owner, as to the price of the land required for said road, or any of the materials for the same, or if the owners are under any disability in law, to contract, or are out of the county where such lands or materials are, application may be made to any justice of the peace of such county, who shall thereupon issue his warrant, under his hand and seal, to the sheriff of such county, requiring him to summon a jury of twelve disinterested freeholders of the county, to appear at or near the land or materials, or property to be valued, on a day named in said warrant, not less than five nor more than ten days after issuing the same; and if any one of the persons summoned do not attend, the said sheriff shall immediately summon as many as may be necessary to furnish a panel of twelve jurors, who shall act as a jury of inquest of damages, having an oath or affirmation administered to each, by said sheriff or justice of the peace, justly and impartially to value the damages which the owner or owners will sustain by the use or occupation of the land, materials, or property required by the said company; and the jury, in estimating the damages, if for the ground occupied by said road, shall take into the estimate the benefit resulting to such owner or owners, by reason of said road passing through or upon said land, toward the extinguishment of such claim for damages; and the jury shall reduce their inquisition to writing, and shall sign and seal the same; and such valuation, when paid or tendered to the owner or owners of such property, his, or her, or their legal representatives, if found in the county, or thereafter paid on demand of any person legally authorized to receive the same, shall entitle said company to the land, the estate and interest thus valued, as fully as if it had been conveyed by the owner or owners of the same, for such term of time as said company shall occupy the same as a railroad; and the inquest of the jury, after payment, or tender of the valuation, shall be admitted to record in the office of the chancery clerk of the proper county, and be a bar

Duty of jury in estimating damages.

Rights of company after tender of payment.

to all action for taking or using such property; and that said sheriff and jurors be entitled to receive from such company such fees as are allowed for like services. Provided, that either party may, within ten days, appeal from the decision of said jury to the circuit court of the proper county in which the lands are situated, and said court shall proceed thereon, as in case of appeals from board of supervisors in this State, in relation to county or State roads. Provided, further, that said appeal, after the tender, as before provided, of the damages of the jury of inquest, shall in no-wise hinder or delay said company from using the land, or other property thus valued, nor shall any order be made, nor shall any injunction be granted by any judge or court to prevent the use thereof, or delay said work.

Right of appeal.

Appeal not to hinder the road from using the same.

SEC. 9. Be it further enacted, That the president and directors be, and they are hereby authorized to adopt and establish such a tariff of charges for the transportation of persons and property as they may think proper, and the same to alter and change at pleasure. Provided, that said railroad company shall not charge more than twenty-five per centum higher rates for transporting local freight than is charged for transporting through freights, and not more than three cents per mile for transporting passengers.

President and board of directors to fix a tariff of charges.

SEC. 10. Be it further enacted, That the president and directors, or any number of stockholders, owning one-half of the whole amount of stock, may call a general meeting of the stockholders, by giving at least thirty days' notice thereof, in any newspaper published in Memphis, Vicksburg, and at a point as near as practicable, on the line of said road, specifying the objects of the meeting; and a majority of the stockholders being represented, they may make such order relative to the affairs of the company as they may think proper.

How a general meeting of stockholders may be called.

SEC. 11. Be it further enacted, That so soon as a section of twenty miles of said road shall be completed, and as often thereafter as any other section of like length shall be completed, the said president and directors shall transport persons and property of any description that shall be deposited at any of their depots, and which they shall be required to transport to any other depot along the line of said road, and as nearly as practicable in the same order of time in which the same was delivered to their care, and may require all their

May transport persons and property after the completion of 20 miles of road.

charges for passage, transportation and other services to be paid in advance.

Powers conferred on the commissioners and president and board of directors.

SEC. 12. Be it further enacted, That the commissioners appointed by the first section of this act, or a majority of such of them as may choose to act as such, or the president and directors of said company, may adopt such portions of sections 3, 4, 5, and 6, of an act passed by the legislature of the State of Mississippi, in February, 1850, entitled "An act to incorporate the New Orleans and Jackson Railroad Company, and for other purposes," as relates to subscriptions for capital stock in said company, to be paid in labor, with such restrictions and modifications as said commissioners, or said president and directors, may deem proper. Provided, however, that no person be permitted to subscribe for stock payable wholly in labor, but at least twenty-five per cent. of such subscription shall be payable in money, as hereinbefore provided.

No person to be permitted to subscribe for stock payable wholly in labor.

Commissioners may take subscriptions of land anywhere in the State.

42 SEC. 13. Be it further enacted, That it shall and may be lawful for said commissioners to receive subscriptions as aforesaid, in land, to the capital stock of said company, anywhere in the State; said lands shall be estimated at their cash value, by three disinterested persons, to be appointed by the president and directors of the company, for the purpose, and the said lands shall be taken by the company at the said valuation, and be conveyed to said company with covenants of title, to be approved by the president and directors; and the party making the subscription in land shall pay all the costs of valuation and conveyance, and for the subscription of said land shall be entitled to receive certificates of stock, as in other cases. Provided, however, that nothing in this act shall be construed to prevent the president and directors from receiving donation of free gifts of lands to the company.

Authority to the board of supervisors to make subscriptions to capital stock.

SEC. 14. Be it further enacted, That the board of supervisors of the counties through which the said railroad is to be built, are hereby authorized and empowered to make such subscriptions to the capital stock of said company as a majority of said board may deem proper, in such sum or sums, and payable in such amounts and at such times as said board of supervisors may approve; and said board are further authorized to issue bonds on the faith of their respective counties, in such sums as may be deemed best, and payable at such

times, bearing not more than six per centum interest, as said board may determine, and may sell lands to pay the stock subscribed, or may transfer them on such terms as may be agreed on with said company, in payment of the stock subscribed. And said board are hereby further authorized and empowered to levy a special railroad tax on the real estate of their respective counties, to pay the interest accruing on said bonds, and to pay the bonds at maturity. Provided, that no subscription of capital stock to said company by the board of supervisors shall be valid and binding unless the question of subscription shall be first submitted to the qualified voters of said counties, giving thirty days' notice of an election to be held for that purpose alone, and the amount of stock proposed to be subscribed, and unless the constitutional majority of two-thirds of those voting shall vote in favor thereof.

Board may levy special tax on real estate.

How the question of stock shall be determined.

43

SEC. 15. Be it further enacted, That said company shall have the right to mortgage any of the franchises or property of the company to secure the payment of any loan of money, or any evidence of debt, due by said company, for the survey, construction or equipment of said road, or any debt contracted to carry out the purposes of this act.

Right of company to mortgage franchises and property.

SEC. 16. Be it further enacted, That said company shall have the right and power to consolidate the stock, property, and franchises of the road with any other road or roads, in or out of this State, at any time that the president and directors of the road may deem proper, and upon such terms as may be consistent with the powers conferred upon said company.

Company may consolidate with any other company.

SEC. 17. Be it further enacted, That said company may adopt such gauge for said road as shall conform to the gauge of any other road with which they may wish to connect or consolidate.

May adopt such gauge as to conform to any other road.

SEC. 18. Be it further enacted, That the said company be, and the same is hereby authorized to build a branch or branches, of said railroad, from the main track of the same, to such points on the Mississippi river on the west, or the Yazoo, Tallahatchie, or Cold Water on the east, as they may deem proper in response to the wants of the county.

Authority to build branches to road.

SEC. 19. Be it further enacted, That said company shall have the right to clear a roadway for

Distance of roadway from center to center.

one hundred feet from the center of the track, on each side thereof.

Laws repealed.

SEC. 20. Be it further enacted, That all acts and parts of acts inconsistent with the provisions of this act, be, and the same are hereby repealed.

SEC. 21. Be it further enacted, That this act take effect and be in force from and after its passage.

Approved August 8th, 1870.

44 *Amendments.*

An act supplemental to the acts of incorporation of certain railroad companies.

SECTION 1. Be it enacted by the legislature of the State of Mississippi, That the provisions of the twenty-first section of an act entitled "An act to incorporate the Mobile and Northwestern railroad," be, and they are hereby made to apply to the following railroad companies: The Memphis and Vicksburg railroad; the Vicksburg, Yazoo Valley and Grenada railroad; the Canton and Vicksburg railroad; the Natchez and Jackson railroad; the Meridian and Red River railroad; the Ship Island, Mississippi City, and Paducah railroad; the Elyton and Aberdeen railroad; the Grenada, Louisville and Meridian railroad; the Greenville and Rolling Fork railroad; and the charters of said companies are hereby amended so as to confer upon said companies all the rights, privileges, immunities and franchises granted by the act of incorporation of the said Mobile and Northwestern, embraced in the twenty-first section thereof.

SEC. 2. Be it further enacted, That this act take effect and be in force from and after its passage.

Approved August 8th, 1870.

Following is the twenty-first section of the Mobile and Northwestern Railroad Company, referred to above, chapter 113:

Exempt from tax for a limited time for the construction of road.

SECTION 21. Be it further enacted, That in consideration of the construction of the railroads provided for herein, and of the great benefit which the State will receive in the development of its agricultural resources by means of said railroads as works of internal improvement, and also

45 of the increased value which will thereby be added to the property of the State, thus

enabling the State to greatly increase its revenue without additional and burdensome taxation on the people, the State hereby agrees with said company (and which agreement is irrepealable), that all taxes to which said company shall be subject for the period of thirty years, are hereby appropriated and set apart, and shall be applied to the payment of the debts and liabilities which the said company may have incurred in the construction of said road, or for money borrowed by said company upon lands or otherwise, to be used in constructing said road, or paying debts incurred by said company in constructing the same; and it shall be the duty of the tax collector in every county, in each and every year, to give to said company a receipt in full for the amount of said taxes upon receiving from said company an affidavit made by the president or cashier of said company that the amount of said taxes have actually and in good faith been paid and applied by said company during the year, in payment of the debts incurred, or money borrowed as aforesaid, and which receipt shall be in full of all taxes, county, State, and municipal, to which said company shall be subject. Provided, however, that whenever the profits of said company shall enable it to declare and pay to the stockholders an annual dividend of eight per cent. on its capital stock over and above the payment of its debts and liabilities, then the appropriation of the taxes aforesaid shall cease, and said taxes shall be paid by said company to the tax collector, to be by him paid over as required by law.

Duty of tax collectors.

When tax shall be paid.

46 EXHIBIT E.

An act to authorize the Memphis and Vicksburg Railroad Company and the Mississippi Valley and the Ship Island Railroad Company to effect a consolidation.

SECTION I. *Be it enacted by the legislature of the State of Mississippi, That* the Memphis and Vicksburg Railroad Company, and the Mississippi Valley and Ship Island Railroad Company be, and they are hereby authorized and empowered to consolidate with each other, or with each other and any other railroad company or companies, whether such company or companies have been incorporated under the laws of this State or of any other State, so that all of the companies so consolidating shall be merged into and become one company; and the company so formed by such consolidation shall be deemed and held to be a corporation created by the laws of the State, and shall have, enjoy and possess all the rights, ways, priv-

ileges franchise, property, grants, and immunities, which are now possessed by the companies which may enter into such consolidation, as fully as though the same were conferred specifically in this act, and to that end the charters of said consolidating companies shall be taken and held to be a part of this act.

SEC. II. *Be it further enacted, That* the company created by the consolidation of such companies as aforesaid, shall be known and designated by such name as the stockholders of the companies so consolidating may fix and adopt, and by that name shall contract and be contracted with, sue and be sued, plead and be im-
47 pleaded, and it shall be authorized to adopt a common seal and to alter and change the same at pleasure, and shall have perpetual succession.

SEC. III. *Be it further enacted, That* the officers of said consolidated company shall consist of a president, vice-president, secretary and treasurer, and nine directors, who shall be elected by the stockholders of the companies entering into such consolidation, at the time the same is effected; and such officers shall be elected annually thereafter, upon such notice and terms as the board of directors may prescribe; but the failure to hold any annual election shall in nowise impair or affect said corporation. In such event the officers elected at the last regular election shall hold until their successors are elected and qualified, and a special election may be held for that purpose.

SEC. IV. *Be it further enacted, That* the stockholders of the companies so consolidated shall at the time the consolidation is effected, prescribe the terms, mode and manner upon and by which the stock of the companies shall be taken up, and the stock of the consolidated companies shall be issued, and the consolidated company shall be liable for all the debts which may be legally chargeable against any of the consolidated companies.

SEC. V. *Be it further enacted, That* the provisions of the twenty-first section of an act entitled "An act to incorporate the Mobile and North Western railroad, approved July 20th, 1870," is hereby made to apply to the said consolidated company, and for that purpose the said section is hereby declared to be a part of this act, and this section shall be construed as though the said twenty-first section was specially and fully set out herein. But this section shall not be in force for a longer time than twenty-five years from the approval of this act.

SEC. VI. *Be it further enacted, That* the company formed by consolidation as aforesaid, be, and the same is hereby authorized and empowered to issue its bonds for such amounts, and payable
48 at such times and places, as a majority of its stockholders may agree upon, and to secure the same by mortgage or deed in trust upon all its rights, ways, franchises and property, real and personal, no matter where the same be situated, and whether the same be owned by said company at the time of its formation or thereafter acquired.

SEC. VII. *Be it further enacted, That* the capital stock of the company so formed by consolidation, shall be such an amount as the

stockholders of the consolidated companies may agree upon and fix, and thereafter the amount of its capital stock may be increased at the pleasure of its stockholders.

SEC. VIII. *Be it further enacted, That* section nine of an act entit-ed "An act to incorporate the Memphis and Vicksburg Railroad Company," approved August 8th, 1870, be, and the same is hereby repealed.

SEC. IX. *Be it further enacted, That* the maximum rates to be charged by said company for the transportation of freight and passengers shall not exceed four cents per mile for each passenger; sixty-five cents per one hundred pounds for first and second class freight for one hundred miles or less; forty-five cents per one hundred pounds for third and fourth class freight for one hundred miles or less; thirty-two cents per one hundred pounds for fifth and sixth class freights for one hundred miles or less; *Provided* that for carrying such articles as coal, iron, lumber, cattle, horses, mules, hogs, sheep, and machinery, the company may make special rates with shippers per car-load; but for similar articles, and from the same place, and for the same distance, others shall have the advantage of the same rates; *and provided, further*, that the company shall not be required to charge less than twenty-five cents for each passenger, package or parcel.

SEC. X. *Be it further enacted, That* this act shall not be in any manner binding or obligatory upon the said Memphis and Vicksburg Railroad Company, and the Mississippi Valley and Ship Island Rail-
road Company, unless they shall fail to signify their rejection
49 of it by a resolution of their boards of directors, and file a copy thereof in the office of secretary of state within thirty days after its passage, but if they should so fail to signify their rejection of the same, then this act shall be held to be in force from and after its passage.

SEC. XI. *Be it further enacted, That* no mortgage executed by said company shall protect its property against the collection of claims for damages done by its engines and cars to the persons or property of citizens and residents of the State of Mississippi.

Approved March 3d, 1882.

OFFICE OF SECRETARY OF STATE,
JACKSON, MISSISSIPPI.

I, Henry C. Myers, secretary of state, do certify the act hereto attached, entitled "An act to authorize the Memphis and Vicksburg Railroad Company and the Mississippi Valley and Ship Island Railroad Company to effect a consolidation," is a true and correct copy of the original now on file in this office.

[SEAL.] Given under my hand and the g-eat seal of the State — Mississippi hereunto affixed, this 3d day of March, 1882.

HENRY C. MYERS.
Secretary of State.

50 An act to amend an act entitled "An act to authorize the Memphis and Vicksburg Railroad Company and the Mississippi Valley and Ship Island Railroad Company to effect a consolidation," approved March 3d, 1882.

SECTION 1. *Be it enacted by the legislature of the State of Mississippi, That* the act entitled "An act to authorize the Memphis and Vicksburg Railroad Company and the Mississippi Valley and Ship Island Railroad Company to effect a consolidation," approved March 3d, 1882, be, and the same is hereby, so amended as to authorize and empower the Memphis and Vicksburg Railroad Company and any other railroad company or companies, incorporated under the laws of this State, to consolidate in the manner and upon the terms and conditions and with the rights, privileges and immunities in said act mentioned, with each other, and any other railroad company or companies, incorporated or organized under the laws of any other State or States, and that such consolidation may be so effected whether the Mississippi Valley and Ship Island Railroad Company becomes a party to such consolidation or not.

SEC. 2. That this act take effect and be in force from and after its passage.

Approved March 15, 1884.

(*Vide* General Laws of Tennessee and Louisiana authorizing consolidation.)

51 CHAPTER DXLI.

An act incorporating the Yazoo and Mississippi Valley Railroad Company and declaring its powers.

Work of great public importance.

Whereas, the construction of railroads to, in, through and along the Mississippi River basin, and the Yazoo and Sunflower River basins, penetrating these and other alluvial lands in this State, west of the Chicago, St. Louis and New Orleans railroad, and connecting them by railroads and branches with other railroads west, east, north and south, is deemed and hereby declared to be a work of great public importance and in strict accordance with the true policy and interest of this State, should be encouraged by legislative sanction and liberality; and,

Physical difficulties.

Whereas, the physical difficulties of constructing and maintaining railroads to, across, along or within either the Mississippi, Sunflower, Deer Creek or Yazoo bottoms or basins, or the other alluvial lands herein referred to, are such that no private company has so far been able to establish a railroad and branches developing said basins and alluvial lands, and connecting them with the railroad system of the country:

Induce investment of capital.

Now, therefore, in order to induce the investmentment of capital in the construction, maintenance and operation of such a railroad and branches, and thus develop the resources and wealth of this State:

SECTION 1. *Be it enacted by the legislature of the State of Mississippi*, That R. C. Shepherd, F. Barksdale, J. Z. George, Wm. R. Pillow, F. A. Montgomery, G. W. Faison, John Willis, R. P. Incorporators.

52 Neely, W. H. H. Green, John W. Shields, W. H. Osborn, J. C. Clarke, W. K. Ackerman, L. V. F. Randolph, A. R. Van Nest, F. Sturges, Jno. Elliott, W. W. Gebhard, James Fentress, W. H. Bayard, R. N. Miller, W. P. Harris, R. H. Thompson, James Trotter, L. E. Simonds, H. Q. Bridges and H. S. Foote, together with those who may hereafter become stockholders, their successors and assigns, and the assigns of such assigns forever, be and they are hereby created a body corporate, under the name and style of the Yazoo and Mississippi Valley Railroad Company, and as such shall have perpetual succession; and said corporation, its successors and assigns, are hereby forever authorized and

Style of company.

made capable in law to have, hold, purchase, receive and enjoy real and personal estate in this and other State or States, whether acquired by way of security or in satisfaction of debt, or by donation, purchase, devise or otherwise, and to hold, use and enjoy all of such real estate in fee-simple or otherwise, and the same or any part thereof to sell, rent, lease, mortgage or otherwise dispose of or encumber; to sue and be sued, plead and be impleaded; to use a common seal, and the same to alter, break or renew at pleasure.

Powers and privileges.

SEC. 2. *Be it further enacted*, That the said corporation shall also have, and it is hereby authorized and invested with the right and power to build and construct, and thereafter to use, operate, own and enjoy a railroad or railroads, with one or more tracks, into, along and across that part of the State of Mississippi lying between the Mississippi river and the Chicago, St. Louis and New Orleans railroad, on such line or lines as shall be deemed best by the board of directors of the company hereby chartered; one of said lines or a branch therefrom to reach the Mississippi river at or near a point opposite Arkansas City if practicable, so as to connect such point on the east bank of the Mississippi river with some point or points on the line of the Chicago, St. Louis and New Orleans railroad; one of said lines of railroad, or a branch therefrom, to be extended to or pass through Yazoo City, Mississippi; and said company shall have the right and power, and are hereby authorized to build one or more branches or lines of railroads between the Mississippi river and Deer creek, and between Deer creek and the Sunflower river, and between the Sunflower and Yazoo rivers, in the direction of or to the north line of this State, and extend the same, or any one thereof, in the direction of or to the south boundary line of this State, as shall from time to time, in the judgment of said company, be deemed proper; and shall also be authorized to construct and operate such spurs or laterals from or along such main line or branches not exceeding one hundred miles in length, as may from time to time be necessary or proper to fully develop said country lying west of the Chicago, St. Louis and New Orleans railroad, and east of the Mississippi river, in this State; and the said company, as soon as and whenever, from time to time, they have located said line or lines of railroad or

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One or more tracks.

Where roads may be built.

Spurs or laterals.

branches, spurs or laterals thereto, or any of them, shall file in the office of the secretary of state a statement showing the general line thereof as far as the same has up to that time been located.

Shall file statement.

SEC. 3. *Be it further enacted*, That the capital stock of said company shall be five millions of dollars, but the same may be, from time to time, increased to a sum or sums not exceeding the amounts actually expended by said company in constructions, completions, equipments and additions to said railroads and property; and said company may issue any part of said stock as preferred stock, and fix the relative rights of common and preferred stock as to dividends and income, and they may issue said stock or any part thereof as fully paid and not liable to calls; and also such bonds and obligations as they may from time to time determine; said capital stock shall be in shares of one hundred dollars each, and each share thereof shall entitle the holder to one vote, under such regulations as the company may in its by-laws provide; said stock shall be deemed personal property, transferable by assignment agreeably to the by-laws of said company, and may be owned and voted by any person, association or corporation of this or any other State or country, in person or by proxy, with the same power as such stockholder (though an alien or foreigner), to bring and maintain suits, or do other acts, in his right as such stockholder, as if a resident and citizen of this State.

Capital stock.

Preferred and common stock.

In shares of $100.

Rights of stock.

SEC. 4. *Be it further enacted*, That the affairs of said company shall be managed by a board of directors and such officers and agents under them as the interests of the company may, from time to time require; such board of directors shall consist of such a number of members as the company may determine, from time to time, but not less than five; one of whom shall be a resident of the State of Mississippi; and said board shall have power to appoint an executive committee with full power to act in their stead and place, at all times when said board of directors is not in session; the persons named in the first section of this act, may of their number organize a board of directors who may open books of subscription to the capital stock of said company, and when five hundred thousand dollars of stock has been subscribed, shall call a meeting of the stockholders or subscribers thereto, for the election of a board of directors; the term of office of director of said

Directors and other officers.

Executive committee.

Books of subscription.

Director for three years.

company shall be three years, and until his successor is elected and qualified, but in the first election of directors by the stockholders or subscribers to the capital stock as above provided, part of said directors shall be elected for one year, part for two years and part for three years, as may be determined at said meeting; and in each subsequent year a number of directors shall be elected by the stockholders equal to the number of directors, whose term of office expires in such year; and said board of directors may, of their number, elect a president and fix his term of office and compensation; and may provide for the election of or appointment and removal of such other officers and agents as, and when they please, and may create and abolish such offices, fix the duration and compensation thereof, from time to time, as may seem best, and may adopt, modify or alter by-laws for said company at their will, not inconsistent with the laws of this State, and do all other acts proper or necessary to be done in the management of the affairs of said company.

How directors elected.

President.

By-laws.

SEC. 5. *Be it further enacted*, That said company may, from time to time, mortgage or convey in trust any or all of its property, real, personal and mixed, of any and every description whatsoever, then owned or thereafter to be acquired, and also all or any of its rights, powers, privileges, liabilities, immunities and franchises whether then owned, possessed and enjoyed or thereafter to be acquired, including its rights to be a corporation; and under such deed or deeds of trust or mortgage secure, execute and dispose of the mortgage bonds of said company, to such amounts and maturing at such times and bearing such interest as it may deem best; said company may also execute a mortgage or mortgages and trusts as aforesaid, to secure bonds or obligations of other railroad companies, or may endorse the bonds of any other railroad company or companies; or in any other manner guarantee such bonds and secure the same by a mortgage or mortgages on its own property and franchises, then owned or thereafter to be acquired, as fully as it could do if the bonds were issued by it as aforesaid; said company may consolidate with any other railroad company in or out of the State of Mississippi upon such terms as the consolidating companies may agree upon; and it may lease its railroads and all its property and

May mortgage property.

Endorse bonds of other companies.

Consolidate with other companies.

franchises, rights, powers, privileges and immunities then owned or thereafter to be acquired, or lease other railroads in or out of this State, for a term of years or in perpetuity, and upon any such consolidation, the consolidated company shall have and enjoy all the property, rights, privileges, powers, liberties and immunities and franchises herein granted; but such consolidation shall not have the effect of exempting from taxation the railroad or property owned by such other consolidating company prior to its consolidation with the company hereby chartered; nor of exempting from taxation any property which the consolidated company may, after such consolidation acquire under the provisions of the charter of such other consolidating company; and in case of a lease, the *lease* shall, so far as the terms of the lease may allow, enjoy and possess all the property, rights, powers, privileges, liberties, immunities and franchises which the lessor had as to the leased premises; the said company is also authorized to do an express business over its own and other lines of railroad and steamboats or other conveyances in and out of this State; and to acquire or put up, use and operate a line or lines of telegraph in this and other State or States, and to acquire, hold and enjoy all such property as may be proper, necessary or convenient in doing the said express or telegraph business; *Provided*, that by such consolidation the maximum in section six applies only to roads hereafter built.

Rights of consolidated company.

As to exemption from taxation.

In case of a lease.

Express and telegraph business.

Maximum in sec. 6.

57 SEC. 6. *Be it further enacted*, That said company shall have and possess the power of fixing from time to time, by its board of directors, the rates at which it will do express and telegraph business, and shall transport other express companies as may apply for transportation over its line at a just and reasonable rate of compensation, and also the rates at which said company will transport persons or property over its railroads and branches; *Provided*, said last-mentioned rates shall not exceed four cents per mile for each passenger, nor exceed the following rates on freights: Sixty-five cents per hundred pounds for transporting first or second class freights one hundred miles or less; forty-five cents per hundred pounds for transporting third or fourth class freights one hundred miles or less; thirty-two cents per hundred pounds for transporting fifth or sixth class freights one hundred miles or less:

Rates for express and telegraph business.

Rates for passengers and freights.

(reference being had herein to the classification of freights now recognized and observed on the existing railroad line between New Orleans and Jackson, Mississippi). But in no case shall the railroad company be limited to a less charge than twenty-five cents for the transportation of any passenger, or parcel, package or article, however short the distance. The rates so established from time to time by the said board of directors for transporting persons or property as a railroad company, not exceeding the maximum rates for railroad business, as above set out, may be charged and collected by said company; *Provided, further*, that as to lumber, coal, iron, salt, machinery, fertilizers, bricks, lime, agricultural implements, steam-engines and boilers, and other freights transported in car-loads, rates may be made by special agreements between the shippers and the company, for such sums as they may agree upon; but in all such cases the same rates shall be given to any shipper of an equal quantity, at the same time, under similar circumstances of similar freight between the same points. Nothing herein contained shall prevent the railroad company from making such reduction of rates below the maximum herein fixed as it may elect to do, for the purpose of fostering, aiding and developing the resources of the country, penetrated by its railroads and branches.

No package less than 25 cents.

Special rates for lumber, coal, iron, etc.

58

Same rates to all shippers.

Rates below maximum.

SEC. 7. *Be it further enacted*, That the right of way is hereby granted said company to pass in and through the State of Mississippi, with said railroads, branches, spurs and laterals aforesaid, and to enter upon and use all lands, rocks, timber, earth, sand, gravel, water or other materials, which may be found on the routes selected, and which may belong to the State of Mississippi, and be convenient or necessary for the use of said railroads; and wherever said railroads or the branches, spurs or laterals aforesaid are located, over any lands belonging to this State, the title in fee-simple, to one hundred feet on each side of the center of said railroad track or tracks shall vest in said company, its successors and assigns; and said company is hereby authorized to cause such examinations and surveys to be made as shall be deemed necessary to determine the most eligible route or routes upon which to locate its line or lines, branches, spurs or laterals, and to enter upon and appropriate all such lands and materials as may be private property, which may be conve-

Right of way and materials granted.

100 feet on each side of track.

nient or necessary for said road, together with one hundred feet on each side of the center of such road, laterals, branches, or spurs; and in case the company fails to agree with the owners of such lands or materials upon the price to be paid for the fee-simple title thereto, or in case the owner is under any disability in law to contract, or is absent from the county where such lands or materials are situate, or is unknown, the company may proceed to condemn such lands or materials as provided in section eight of the act, approved March 10, 1852, entitled "An act to incorporate the Mississippi Central Railroad Company," with all the rights and powers as therein provided; and upon such condemnation being had, the title in fee-simple to such lands or materials, shall vest in the said company, its successors and assigns. Said company is also authorized to construct, maintain and operate its said railroads, branches, spurs and laterals under, over or across any and all streams and bodies of water in this State, whether navigable or not, which lie along or across the lines selected for said railroads, branches, laterals or spurs; and to erect, use and maintain ferries and bridges over the same: *Provided*, that wherever a navigable stream or body of water is crossed by a bridge of said company, there shall be maintained a draw in such bridge sufficient to allow the passage of boats and water crafts plying such waters, which draw shall be so operated as to cause no unreasonable delay to the passage of such water craft; and the said company is also authorized and empowered, so far as this State can or may give such power and authority, to build, construct, maintain and operate of itself or with others, in or out of this State, a ferry across or a tunnel under, or a bridge over the Mississippi river at any point within this State, where its railroads, branches, laterals or spurs may reach said river, and to acquire and hold all such lands and materials as are or may be necessary or convenient for landings, wharves, inclines or approaches thereto; and it may establish such transfer landings, wharves, approaches and inclines as are or may be necessary or convenient in transferring by boat or other water craft, all or any freights, passengers, cars or rolling stock, loaded or unloaded, upon and across said Mississippi river or any other river or body of water within this State, and may own, use, operate and control of itself or others, all such steamboats,

In case of disagreement with owner.

How lands may be condemned.

Vest title.

May build road across streams.

Draw-bridges.

Ferries and tunnels.

Transfer landings, wharves, etc.

Steamboats, ferries, etc.

ferries or other water craft as are or may be convenient or necessary in crossing such water or plying therein, so as to develop trade over its said lines of railroad.

SEC. 8. *Be it further enacted*, That in order to encourage the investment of capital in the works which said company is hereby authorized to construct and maintain, and to make certain in advance of such investment, and as an inducement and consideration therefor, the taxes and burdens which this State will and will not impose thereon, it is hereby declared that said company, its stock, its railroads and appurtenances, and all its property in this State, necessary or incident to the full exercise of all the powers herein granted—not to include compresses and oil mills—shall be exempt from taxation for a term of twenty years from the completion of said railroad to the Mississippi river, but not to extend beyond 25 years from the date of the approval of this act; and when the period of exemption herein prescribed shall have expired, the property of said railroad may be taxed at the same rate as other property in this State. All of said taxes to which the property of said company may be subject in this State, whether for county or State, shall be collected by the treasurer of this State and paid into the State treasury, to be dealt with as the legislature may direct; but said company shall be exempt from taxation by cities and towns.

Exempt from tax for 20 years.

Oil mills and compresses excepted.

When exemption expires.

Taxes to be paid State treasurer.

Cities and towns not to tax.

SEC. 9. *Be it further enacted*, That said company shall have power, and is hereby authorized to insure persons and property, or either, transported or to be transported over or on any part of its lines of railroad, and all other property coming, or about to come into the possession or control of said company for purposes of transportation, or incident thereto, or for storage in any of its depots, or storage-houses, or wharves, and to charge and collect reasonable compensation for such insurance or storage, but no charge for storage shall be made on freights transported by them to their several railroad depots, until the consignee has had a reasonable time in which to remove the same. And it is authorized to erect or acquire, maintain and use such depots, storage-houses, wharves, sheds, or other buildings or depositories in or out of this State, as shall be necessary or convenient in the exercise of the powers granted in this charter;

May insure passengers or freights.

61

Charges for storage.

Depots, etc.

and said company shall have power to construct and operate compresses and oil mills.

Compresses and oil mills.

SEC. 10. *Be it further enacted*, That this company, be and it is hereby granted the right to run its railroads, branches, laterals or spurs into the corporate limits of any incorporated town or city, reached by the line or lines of said railroad, as they may hereafter be located, under the powers herein granted, and to build and operate such railroad tracks, across or along any streets of such incorporated municipality; *Provided*, that such part of said railroad as shall be located in, across, under or upon any such street, shall be so constructed and operated as shall not unreasonably hinder its use as a street.

May build roads through towns.

SEC. 11. *Be it further enacted*, That the board of directors, stockholders, executive committee and officers and agents of said company, may hold their meetings and transact the business of said company, in or out of this State, and may establish such offices as they may from time to time deem best, in or out of this State. And any and all acts done by said company, its officers or agents, out of this State, shall be of the same force and effect as if done within this State.

Meetings and offices.

62 SEC. 12. *Be it further enacted*, That no mortgage executed by said company shall protect its property against the collection of claims for damages done by its engines and cars to the persons or property of citizens and residents of the State of Mississippi.

Claims for damages.

SEC. 13. *Be it further enacted*, That unless said company shall construct and have in operation twenty miles of railroad within three years from the passage of this act, the legislature shall have the right to declare this charter forfeited.

If 20 miles not built in three years.

SEC. 14. *Be it further enacted*, That all acts in conflict with this act, or any part thereof, be and the same are hereby repealed, and that this act take effect and be in force from and after its passage, the public welfare requiring it.

Approved, February 17, 1882.

63 *Plea of Illinois Central Railroad.*

In the Circuit Court, to the January Term, 1894.

STATE OF MISSISSIPPI,
Hinds County, First District.

WIRT ADAMS, State Revenue Agent, Use, etc.,
vs.
THE YAZOO & MISSISSIPPI VALLEY RAILROAD CO. ET AL. } #2788.

Now comes the defendant The Illinois Central Railroad Company, by its attorneys, Mayes & Harris, and for a separate plea as to the declaration herein filed against it says—

That it is not true, as in said declaration is falsely alleged, that this defendant, on or about the 21st day of July, 1892, or at any other time, purchased all the railroads and property of the said Louisville, New Orleans & Texas Railway Company or any part thereof; nor is it true, as in said declaration is falsely alleged, that this defendant, on or about October 25th, 1892, or at any other time, turned over, delivered to, and merged all said property and railroads or any part thereof of said Louisville, New Orleans & Texas Railway Company into the railroad system and property of the said Yazoo & Mississippi Valley Railroad Company; nor is it true, as in said declaration is falsely alleged, that in said October, 1892, or at any time, the said Yazoo & Mississippi Valley Railroad Company began and have since continued operating all said railroads and railroad system of the said Louisville, New Orleans & Texas Railway Company or any part thereof under the direction and control of this defendant; nor is it true, as in said declaration is falsely alleged, that this defendant did at any time or in any way become liable for or undertake to pay or assume the liabilities, debts, and obligations of the said Louisville, New Orleans & Texas Railway Company or any of them; and of this the said defendant puts itself upon the country. Wherefore, etc.

MAYES & HARRIS,
Att'ys for Illinois Central R. R. Co.

Endorsed: Filed Dec. 27, 1893. F. B. Neal, clerk, by W. H. Harris, D. C.

Plea of the Yazoo & Mississippi Valley R. R. Company.

STATE OF MISSISSIPPI,
Hinds County, First District.

In the Circuit Court, at the January Term, 1894.

WIRT ADAMS, State Revenue Agent, Use, etc.,
vs.
THE YAZOO & MISSISSIPPI VALLEY RAILROAD COMPANY *et al.* # 2788.

And now comes the defendant The Yazoo & Mississippi Valley Railroad Company, by its attorneys, Mayes & Harris, and for its separate plea to the said declaration herein filed against it says:

1. That the said Louisville, New Orleans & Texas Railway Company was authorized by and organized under an act of the legislature of the State of Mississippi entitled "An act to authorize the Memphis & Vicksburg Railroad Company and the Mississippi Valley and Ship Island Railroad Company to effect a consolidation," approved March 3rd, 1882, as amended by the said act of March 15th, 1884.

2. That on or about the 24th day of October, 1892, the said Louisville, New Orleans & Texas Railway Company was consolidated with and merged in the said defendant, The Yazoo & Mississippi Valley Railroad Company, by the act and deed of the said two companies, as authorized by their respective charters.

3. That during the said year- 1892, 1893, 1894, and 1895, and in due and proper time, the said Yazoo & Mississippi Valley Railroad Company delivered to the tax collector of each and every of said named counties an affidavit made by the president of said
64 company or by the cashier thereof that the amount of said taxes had actually and in good faith been paid and ap-lied by said company (or by the said Louisville, New Orleans & Texas Railway Company) during the said years 1892, 1893, 1894, and 1895 in payment of the debts incurred by the said Louisville, New Orleans & Texas Railway Company in the construction of its said railroad, or money borrowed by said last-named company upon lands or otherwise, to be used in constructing said road, or paying debts incurred by said last named company in constructing the same, whereupon the said several tax collecters did each and every one give *ton* defendant a receipt in full for the amount of said taxes, respectively, and that in the said years 1892, 1893, 1894, and 1895, respectively, the profits of said Louisville, New Orleans & Texas Railway Company had never enabled it to declare and pay to its stockholders an annual dividend of eight per cent. on its capital stock over and above the payment of its debts and liabilities, nor had the profits of this defendant enabled it to declare and pay such dividend.

4. That it is not true, as in said declaration is falsely alleged, that

on or about July 21st, 1892, or at any other time, all the railroads and property of said Louisville, New Orleans & Texas Railway Company was purchased by the Illinois Central Railroad Company or any part thereof; nor is it true, as in said declaration is falsely alleged, that on or *abot* about the 25th day of October, 1892, or at any other time, the said Illinois Central Railroad Company turned over, delivered to, and merged all said property and railroads of said Louisville, New Orleans & Texas Railway Company or any part thereof into the railroad system and property of the said Yazoo & Mississippi Valley Railroad Company; nor is it true, as in said declaration is falsely alleged, that the said Illinois Central Railroad Company then and there owned and controlled the said railroad system and property of said Yazoo & Mississippi Valley Railroad Company to any other extent and degree than that it held and operated the same under a lease for a term of years; nor is it true, as in said declaration is falsely alleged, that in said October, 1892, or at any time, the said Yazoo & Mississippi Valley Railroad Company began and has since continued operating all said railroads and railroad system of said Louisville, New Orleans & Texas Railway Company or any part thereof under the direction and control of the said Illinois Central Railroad Company; nor is it true, as in said declaration is falsely alleged, that the said Illinois Central Railroad Company did at any time or in any way become liable for or undertake to pay or assume the liabilities, debts, or obligations of the said Louisville, New Orleans & Texas Railway Company or any of them.

All of which said defendant is ready to verify. Wherefore it prays judgment, etc.

MAYES & HARRIS,
Att'ys for the Y. & M. V. R. R. Co.

Endorsed: Filed Dec. 27, 1893. F. B. Neal, clerk, by W. H. Harris, D. C.

Demurrer to Plea of Yazoo & Mississippi Valley R. R. Company.

THE STATE OF MISSISSIPPI,
Hinds County.

Circuit Court.

WIRT ADAMS, State Revenue Agent, Use, &c.,
vs.
YAZOO & MISSISSIPPI VALLEY R. R. CO. ET AL. } 2788.

Now comes the plaintiff, by his attorneys, and demurs to the plea of the defendant The Yazoo & Mississippi Valley Railroad Company, and says the same is insufficient in law, and assigns the following causes of demurrer:

1st. Said plea is no defense.

2nd. It does not allege that all taxes to which said Louisville,

New Orleans & Texas Railway Company were subject for
65 said year 1892 had in fact been applied by said defendant to the payment of the debts and liabilities which said company had incurred in the construction of said road, or of money borrowed by said company upon lands of otherwise to be used in constructing said road, or in paying ddebts incurred by said company in constructing the same.

3rd. It does not allege that the domicil of said Louisville, New Orleans & Texas Railway Company or any domicil of said company was fixed at the city of Vicksburg, or that the business of said company or any part of its line was done and transacted and records kept at said Vicksburg, or that said company had any president or secretary at said Vicksburg on whom process could be served.

4th. It does not allege that said defendant or said Louisville, New Orleans & Texas Railway Company filed any written statement with its sched- with said railroad commission in 1892 claiming said exemption, or citing the law under which claim of exemption is made, and in the absence of such written statement said assessment cannot be collaterally attacked.

5th. Said plea is no defense to the claim for taxes on that part of said Louisville, New Orleans & Texas railroad called the Riverside division or Bolivar loop.

6th. It is no defense to the claim for taxes on what is in said declaration called the Riverside division, special charter.

7th. It is no defense to the claim for taxes on what is therein called the Helena, broad guage.

8th. It is no defense to the claim for taxes on what is therein called the Helena branch, narrow guage.

9th. It is no defense to the claim for taxes on what is therein called the Bayou Sara branch.

—. It is no defense to the claim for taxes on what is therein called the Tallahatchie branch.

11th. Said plea is no defense to the county taxes.

CRITZ & BECKETT,
Att'ys for Plaintiff.

Order Overruling Demurrer.

July Term, 1894.

JULY 26, 1894.

WIRT ADAMS, State Revenue Agent, Use, &c.,
vs.
THE YAZOO & MISSISSIPPI VALLEY R. R. CO. ET AL. } 2788.

This day coming on to be heard this cause on the demurrer of the plaintiff herein to the plea interposed by the Yazoo & Mississippi Valley Railroad Company, and the court, being satisfied in the premises, doth order and adjudge that the said demurrer be, and the same is hereby, overruled, and the said plea be, and the same is hereby, sustained, and leave is hereby granted to the said plaintiff to reply to the said plea.

66 *Replications.*

THE STATE OF MISSISSIPPI, }
Hinds County. }

Circuit Court, 1st District.

WIRT ADAMS, State Revenue Agent, Use, &c., }
vs. } 2788.
YAZOO & MISSISSIPPI VALLEY R. R. CO. ET AL. }

Now comes the plaintiff, and, for replications to the plea of the defendant The Yazoo & Mississippi Valley Railroad Company, says *precludi non*, &c., because he says:

1st. He denies the allegation in said plea contained that the said Louisville, New Orleans & Texas Railway property was not purchased by the said Illinois Central Railroad Company, but alleges that it was so purchased as in the declaration alleged; and of this he puts himself upon the country, and the defendant doth the like.

2nd. And for a second replication he says he denies that the profits of the said Louisville, New Orleans & Texas Railway Company was not sufficient to enable it to declare and pay an annual dividend of eight per cent. upon its proper capital stock over and above the payment of its due debts and liabilities, which said company had incurred in the construction of said railroad, and money borrowed by said company upon lands or otherwise to be used in the construction of the same or in paying debts incurred by said company in constructing the same; and of this he puts himself upon the country.

3. And for a further replication he says he denies that all taxes for which said Louisville, New Orleans & Texas Railway Company was liable for the year 1892–'3 were actually and in good faith applied by said company during the year in payment of the debts and liabilities which said company had incurred in the construction of said railroad or money borrowed by said company upon lands or otherwise to be used in constructing the same or paying debts incurred by said company in constructing the same; and of this he puts himself upon the country.

4. And for a further replication plaintiff says the said Louisville, New Orleans & Texas Railway Company did not and has not fixed its domicil in the city of Vicksburg, and did not transact and has not done and transacted its business there, and did not keep and has not kept its records there, as required in section 24 of the act entitled "An act to incorporate the New Orleans, Baton Rouge, Vicksburg and Memphis Short Line Railroad Company," approved March —, 1882, whereby and by reason whereof its charter became forfeited and it became liable to taxation under the laws and constitution of this State; and this he is ready to verify, &c.

5. And for a further replication the plaintiff says that by the consolidation of said Louisville, New Orleans & Texas Railway Company and said Yazoo & Mississippi Valley Railroad Company a

new corporation was formed after the adoption of the present constitution of this State, and that by reason thereof all the property of said consolidated company became and was liable to taxation; and this he is ready to verify.

6. And for a further replication the plaintiff says that the right to consolidate conferred in the charters of the Louisville, New Orleans & Texas Railway Company and the Yazoo & Mississippi Valley Railroad Company were grants of corporate franchise, and that no organization or consolidation took place thereunder till after the adoption of the present constitution of this State, and said consolidation was made under *an* and is governed by the charter of the Yazoo & Mississippi Valley Railroad Company, which is now shown to the court here, and which does not exempt the consolidated company from taxation, and that thereby and by reason thereof said consolidated company became and was liable to taxation; and this he is ready to verify, &c. Said charter of the
67 Yazoo & Mississippi Valley Railroad Company, in the Acts of 1882, pages 838–849, entitled "An act incorporating the Yazoo & Mississippi Valley Railroad Company and declaring its powers," approved Feb'y 17, 1882, is herewith filed and made part of this replication.

7. And for a further replication the plaintiff says that no schedule of the gross amount of receipts or of net profits for the year preceding the year 1891 or 1892 or the fiscal year 1891–'92 from passengers and freights, or of the proportion thereof earned within and from this State by the property of said Louisville, New Orleans & Texas Railway Company, was ever filed with said railroad commission, nor was any statement whatever filed of any of said property claimed to be exempt from taxation, nor was any law cited under which any such claim was made as was required by the Code of 1892, section 3875, and plaintiff avers that in consequence thereof any pretended exemption was waived for that assessment and the fiscal year 1892–1893, and said State railroad assessor- properly assessed said property under section 3877 of said Code; and this he is ready to verify. &c.

8. And for a further replication the plaintiff says that the decision of said State railroad assessors finding said property liable to taxation and assessing the same, as alleged in said declaration, has never been vacated, reversed, or annulled, but still stands in full force and effect, and that everything required of said assessors of clerks under said Code of 1892, sections 3877 to 3883, inclusive, was duly done, performed, and complied with, thereby making said assessment a public record, and the plaintiff pleads said record as an estoppel to defendant's claim of exemption; and this he is ready to verify, &c.

9. And for a further replication the plaintiff says that the said Louisville, New Orleans & Texas Railway Company, at and soon after building said railroad in 1886, issue- interest-bearing bonds secured by mortgage on its said property to the following amounts, viz: $13,805,000.00, bearing interest at the rate of 4 % per annum; $8,731,000.00, bearing interest at the rate of 5 % per annum;

$8,347,000.00, bearing interest at the rate of 6 % per annum, aggregating $30,883,000.00, and sold and disposed of the same to non-residents of this State, and then divided the proceeds, except what was required to construct said road, among the officers and stockholders of said company, also non-residents of this State, so that none of the same or proceeds thereof are taxable in this State, when in fact it did not take or require more than about $4,000,000.00 to construct said road as contemplated by its charter, and so the plaintiff avers that said Louisville, New Orleans & Texas Railway Company so mixed and mingled its liabilities for money used in constructing said road and for money to divide out among its officers and stockholders as aforesaid that it became and was and is impossible to appropriate the taxes to the liabilities contemplated in said charter, or to tell what rate of interest the construction debt bears, or to make a true affidavit as in said charter is required, whereby and by reason whereof said pretended exemption was waived, and plaintiff further avers that by such illegal execution and issuance of bonds said company forfeited its charter; and this he is ready to verify, &c.

10. And for a further replication the plaintiff says that said Louisville, New Orleans & Texas Railway Company, previous to January 1st, 1891, issued and disposed of to its incorporators and others to make them stockholders 48,242 shares of stock of the par value of $100.00 each for little or no consideration and much less than the face value of the shares, and that said company was not authorized by its charter or the charters of said consolidated roads to issue gratuitous or paid-up stock without its full consideration, and the plaintiff avers that the profits of said company was sufficient to enable it to pay an annual dividend of 8 % upon the full amount paid or agreed to be paid for its capital stock over and above its current due liabilities for proper debts incurred in and about constructing said road as contemplated by its charter, and said property thereby became liable to taxation; and the plaintiff further avers that by said illegal issue and disposition of its
68 stock it has become impracticable to determine accurately when the profits of said company will enable it to pay an annual dividend of 8 % upon its proper capital stock as aforesaid, and said company thereby waived any claim to exemption from taxation, and also forfeited its charter; and this he is ready to verify.

11. And for a further replication the plaintiff says that previous to said assessment the said Illinois Central Railroad Company had paid off, by novation, with its own bonds, all the debts and liabilities which said Louisville, New Orleans & Texas Railway Company had incurred in the construction of its said road, and money borrowed by said company upon lands or otherwise to be used in constructing the same or paying debts incurred in constructing the same and its profits enabled it to pay a dividend of 8 % on its proper stock, and that thereby said appropriation of taxes ceased and said property became liable to taxation; and this he is ready to verify.

12. And for a further replication the plaintiff says that on or about March 1st, 1888, the entire stock of the original Yazoo & Mississippi Valley Railroad Company was 5,005 shares, of the par value of $100.00 each, of which the said Illinois Central Railroad Company had acquired and then owned 4,993 shares, and 8 other shares were then owned by its officers and stockholders; that said Yazoo & Mississippi Valley Railroad Company so owned and controlled did then and there lease all its property, franchises, rights, privileges, and immunities to said Illinois Central Railroad Company for the period from said March 31st, 1888, to June 1st, 1952, and the plaintiff further avers that about July 1st, 1892, and previous thereto the entire stock of the Mississippi Valley Company, a corporation chartered and organized under the laws of this State under an act entitled "An act to incorporate the Mississippi Valley Company of McComb city, Miss.," approved April 2nd, 1872, and an act supplemental to an act which passed the Senate March 7th, 1872, and passed the House of Representatives March 25th, 1872, entitled "An act to incorporate the Mississippi Valley Company, not yet approved," approved April 2nd, 1872, amounted to 6,000 shares, of the par value of $100.00 each, of which the said Illinois Central Railroad Company had acquired and then owned 5,910 shares in its own name, and had acquired and given to or placed in the name of nine of its directors, officers, and stockholders ten shares each, in order to enable them to act as directors and officers of said Mississippi Valley Company under its charter now shown to the court here and a copy thereof filed as a part of this replication as Exhibit "A" thereto, a copy of said lease of the Yazoo & Mississippi Valley Railroad Company being also shown to the court here and filed as Exhibit "B" to this replication; and the plaintiff further avers that at and during said time the entire stock of said Louisville, New Orleans & Texas Railway Company amounted to 48,242 shares, of the par value of $100.00 each, of which said Mississippi Valley Company so owned and controlled, acquired subsequent to November 1st, 1890, and then owned 37,539 shares, and the officers and stockholders of said Illinois Central Railroad Company had so acquired and then owned a large portion of the balance of said shares, and the plaintiff avers that subsequent to said November 1st, 1890, the said original Yazoo & Mississippi Valley Railroad Company and Louisville, New Orleans & Texas Railway Company, owned and controlled as aforesaid, were consolidated as aforesaid by the vote of the stocks of said Yazoo & Mississippi Valley Railroad Company and Louisville, New Orleans & Texas Railway Company, owned and controlled as aforesaid, and that said consolidation was not authorized under the charters of said companies and the laws of this State, but that said consolidated Yazoo & Mississippi Valley Railroad Company holds the railroad and property of said Louisville, New Orleans & Texas Railway Company *ultra vires* and liable to taxation; and this he is ready to verify, &c.

13th. And for a further replication the plaintiff says that on or about March 31st, 1888, the entire stock of the original Yazoo &

Mississippi Valley Railroad Company was 5,005 shares, of the par value of $100.00 per share, of which the said Illinois Central Railroad Company had acquired and then owned 4,993 shares, and 8 other shares were then and there owned by its officers and
69 stockholders; that said Yazoo & Mississippi Valley Railroad Company so owned and controlled, did then and there lease all its property, franchises, rights, powers, privileges, and immunities to said Illinois Central Railroad Company for the period from said March 31st, 1888, to June 1st, 1952, a copy of which lease is now shown to the court here and filed as Exhibit "B" to plaintiff's 12th replication; and the plaintiff further avers that about July 1st, 1892, and previous thereto the entire stock of the Mississippi Valley Company, a corporation chartered and organized under the laws of this State, a copy of whose charter is now shown to the, court here and filed as Exhibit "A" to plaintiff's 12th replication amounted to 6,000 shares of the par value of $100.00 each, of which the said Illinois Central Railroad Company had acquired and then owned 5,910 shares in its own name, and had acquired and given to or placed in the name of nine of its directors, officers, and stockholders ten shares each in order to enable them to act as directors and officers of said Mississippi Valley Company under its charter. The plaintiff further avers that at and during said time the entire stock of said Louisville, New Orleans & Texas Railway Company amounted to 48,242 shares of the par value of $100.00 each, of which the said Mississippi Valley Company, so owned and controlled, acquired, subsequent to April 2nd, 1892, and then owned 37,539 shares, and the officers and stockholders of said Illinois Central Railroad Company had so acquired and then owned a large part of the balance of said shares, and the plaintiff avers that subsequent to said April 2nd, 1892, the said original Yazoo & Mississippi Valley Railroad Company and Louisville, New Orleans & Texas Railway Company, owned and controlled as aforesaid, were consolidated as aforesaid by the vote of the stocks of said Yazoo & Mississippi Valley Railroad Company and Louisville, New Orleans & Texas Railway Compan*ies*, owned and controlled as aforesaid, and that said *said* railroads of said Louisville, New Orleans & Texas Railway Company, one the one side, and said Illinois Central Railroad Company, with said original Yazoo & Mississippi Valley railroad as a branch thereof, on the other side, were then and there competing and parallel lines, and said consolidation was not authorized under the charter of any of said railroad companies and the laws of this State, and said property of said Louisville, New Orleans & Texas Railway Company is held by said Yazoo & Mississippi Valley Railroad Company *dehors* its charter and liable to taxation; and this *it* is ready to verify, &c.

14. And for a further replication to said plea, except as to the main line and Tallahatchie branch, the plaintiff says that all the railroads and property, the taxes on which are sued for in the declaration, except what is therein denominated the "main line" and "Tallahatchie branch," were acquired by said Louisville, New Orleans & Texas Railway Company by purchase or under other

charters and is liable to taxation, and is not protected by the charter of said Louisville, New Orleans & Texas Railway Company by the defendant pleaded; and this he is ready to verify, &c.

CRITZ & BECKETT,
Attorneys for Plaintiff.

THE STATE OF MISSISSIPPI, }
Hinds County. }

Before me, clerk of the circuit court in and for the 1st district of said county, this day personally appeared the plaintiff, Wirt Adams, who, being duly sworn, deposes and says that he is advised and believes that he has just ground — the several matters proposed to be traversed by him in the foregoing replications, and that to the best of his knowledge, information, and belief the several matters sought to be pleaded by him by way of confession and avoidance in the other foregoing replications are respectively true in substance and in fact.

WIRT ADAMS.

Sworn to and subscribed before me this Sept. 19th, 1894.

F. B. NEAL, *Clerk*,
By W. J. BROWN, JR., *D. C.*

Endorsed: Leave is given to file the foregoing fourteen replications. J. B. Chrisman, judge 7th circuit court district. Filed Oct. 27, 1894. F. B. Neal, clerk, by W. J. Brown, Jr., D. C.

70 S. B. No. 186.

An act to incorporate the Mississippi Valley Company.

SECTION 1. Be it enacted by the legislature of the State of Mississippi, That J. B. Fant, Thomas J. Malone, A. J. McConico, A. M. West, G. Burgland, R. P. Weiley and H. L. Duncan, and their associates, successors and assigns be and they are hereby incorporated under the name and style of the "Mississippi Valley Company" and by that name, style and title shall have perpetual succession, and all the privileges, franchises and immunities by law incident to a corporation, may sue and be sued plead and be impleaded, complain and defend in all courts of law and equity, and may purchase receive hold and enjoy, to them their successors and assigns, all such lands tenements leasehold estates and hereditaments, goods and chattels, securities, and estates, real, personal and mixed of what kind and quality soever, and may sell and convey the same at pleasure, and shall also be authorized to erect residences, depots, engine-houses, tracks, shops and other improvements necessary for the purposes of the said corporation as hereafter defined by the second section of this act; and the same may from time to time sell, convey, mortgage and submortgage, encumber, charge, pledge, grant, lease, sublease, aline and dispose of, and also make and have a common seal, and the same to alter and renew at pleasure, and ordain, establish and put in execution such by-laws or ordinances

rules and regulations, as may be necessary or convenient for the government of the said corporation, not being contrary to the constitution and laws of this State, and generally may do all and singular the matters and things which to them shall appertain to do for the well being of the said corporation and the management and ordering of the affairs and business of the same.

SECTION 2. Be it further enacted, That the corporation hereby created shall have power to contract with any person or per-
71 sons firms, corporations or any other parties whomsoever, formed or existing, or that may hereafter exist in any way; that said parties or any of them may have authority to do to build, construct, maintain or manage any work or works, public or private, which may tend or be designed to improve, increase, facilitate or develop trade, travel or the transportation and conveyance of freight, live stock and passengers and any other traffic by land or water from or to any part of the United States or the territories thereof, and the said company shall also have power and authority to supply or furnish all needful material, labor, implements, instruments and fixtured of any and every kind whatsoever, on such terms and conditions as may be agreed upon by and between the parties respectively, and also to purchase, erect, construct, maintain or conduct in its own name, and for its own benefit or otherwise, any such works, public or private, as they may by law be authorized to do, (including also herein lines for telegraphic communication) and to aid co-operate, and unite with any other company, person, or firm in so doing.

SECTION 3. Be it enacted further, That the company hereby created shall also have the power to make purchases and sales, for investments in the bonds, stocks and securities of the companies, and to make advances of money and of credit to other companies, and to aid in like manner contractors and manufacturers, and to receive and hold on deposit, or as collateral or otherwise, any estate or property real or personal including the notes, stocks, obligations and accounts of individuals and companies and the same to purchase, collect, adjust and settlw, and also to pledge, sell and dispose thereof on such terms as may be agreed between them and the parties contracting with them and also to endorse and guarantee the payment of the obligations of other corporations, firms and individuals, and to assume, become responsible for, execute and carry out any contracts, leases or subleases made by any company, to or with any other company or companies, individuals or firms whatsoever, provided that nothing herein contained shall be
72 construed as to give the said corporation any banking privileges or franchises, or the privileges of making issuing or putting in circulation any notes, bills or other paper of any other bank to circulate — money, provided, that nothing herein contained shall be construed as preventing this company from availing themselves of the provisions of the act of Congress for a national system of banking.

SECTION 4. Be it enacted further, That the company hereby created shall also have power to enter upon and occupy the lands of indi-

viduals or companies (on making payment therefor or giving security according to law) for the purpose of erecting, constructing, maintaining or managing any public work such as is provided for or mentioned in the second section of this act, and to construct and erect such works thereon and also buildings, improvements, structures, roads or fixtures as may be necessary or convenient for the purpose of said company, under the powers herein granted, and to purchase, make, use and maintain any works or improvements connecting, or intended to be connected with the work of the said company, and to merge, consolidate or unite with the said company the improvements, property and franchises of any other company or companies on such terms and conditions, as the said company may agree upon, and to fix and regulate the tolls or charges to be charged or demanded for any freight property or passengers travelling over or passing over any improvement erected, managed or owned by the said company on any merchandise or property transported over any road whatsoever by said company, and to make from time to time dividends from the profits made by said company. Any railroad or the several railroads managed by said company shall be taxable as provided in their charter or other laws of the State and in proportion to their length within this State, respectively, and the property of said "Mississippi Valley Company" that is within the limits of the State, and all its income derived from its business within this State, shall forever be subject to taxation, the same as that of individuals, but its property beyond the limits of this
73 State, and all its income derived from its business beyond the limits thereof shall not be subject to taxation nor shall it at any time be subject to a privilege tax, or any other tax, except as is stipulated in the constitution of the State or as provided in the acts of Congress.

SECTION 5. Be it further enacted, That the capital stock of said company shall consist of one thousand shares of the value of fifty dollars each, being fifty thousand dollars and with the privilege of increasing the same by a vote of the holders of a majority of the stock present at any annual meeting or special meeting to such an amount as they may from time to time deem needful, and the corporators or any three of them named in the first section of this act, shall have power to open books for subscription at such times and places as they may deem expedient and when not less than five hundred shares shall have been subscribed and twenty per centum thereon shall have been paid in.

The shareholders may elect not less than three nor more than nine directors to serve until the next annual election or until their successors shall be duly elected and qualified, and the directors so elected may and they are hereby authorized and empowered to have and to exercise in the name and in behalf of this company all the rights and privileges which are intended to be hereby given subject only to such liabilities as other shareholders are subject to which liabilities are no more than for the payment to the company of the sums due or to become due on the shares held by them, over and

above this no stockholder shall be individually liable and should the capital stock at any time be increased, the stockholders at the time of such increase shall be entitled to a *pro rata* share of such increase, upon the payment of the installment thereon duly called for and whenever all increase of capital stock is made, a certificate thereof ful-y executed under the corporate seal of the company and signed by the president and secretary, shall be filed with the secretary of state before the same shall be deemed valid.

SECTION 6. Be it further enacted, That the principal
74 office of the said company shall be in Water Valley until otherwise ordered and hereinafter provided, but the directors under such rules and regulations as they may prescribe, may establish branches or agencies in other parts of the State or elsewhere, all of the directors of said company shall be citizens of the United States and reside therein.

SECTION 7. Be it further enacted, That the directors shall be elected annually by the stockholders on the first Tuesday of June of each year, and said directors shall elect from their number at the first meeting of the board after their election a president, and shall also have power to elect from their number or otherwise a vice-president, a treasurer and secretary, and such other officers, clerks, and agents as the business of the company may require, all elections for directors shall be by ballot and every stockholder shall be entitled to one vote for each share of stock held by him either in person or by proxy, but no person shall be eligible as director who is not a stockholder to the amount of ten shares. At the annual or special meeting a quorum shall consist of stockholders in person or by proxy owning at least one-half the capital stock.

SECTION 8. Be it further enacted, That ten days' notice shall be given by publication in two newspapers published in the State of Mississippi of the time and place of the annual election, which election shall be conducted by three stockholders, one of which shall act as judge, and the other two as inspectors.

SECTION 9. Be it further enacted, That the board of directors shall make all by-laws necessary for conducting the business of the company, which by-laws shall at all times be accessible to persons transacting business with them. The said directors shall have power by a vote of a majority of their number at any meeting of the board to change the name of the said corporation, and the location of its principal office, or either, but no such name thus adopted shall be deemed valid until a truly certified certificate of its adoption shall be filed with the secretary of state as above pro-
75 vided in case of an increase of stock. The said company shall have, hold and enjoy all the rights, powers, privileges and immunities hereby granted, and such other powers and privileges as belong to corporations by the laws of this State. The directors shall have power to require payment of the amount remaining unpaid on the stock of said company, at such times and in such proportions as they shall think proper, the said assessment to be made as the by-laws of said company shall direct.

SECTION 10. Be it further enacted, That this act take effect and be in force from and after its passage.

Passed the house of representatives March 25, 1872.

JOHN R. LYNCH,
Speaker of the House of Representatives.

Passed the senate March 7th, 1872.

JAS. BENNETT,
President of the Senate.

Approved April 2nd, 1872.

R. C. POWERS, *Governor.*

STATE OF MISSISSIPPI,
Office of Secretary of State.

JACKSON, MISS., *June 28th*, 1894.

I, George M. Govan, secretary of state, do certify that the act hereto attached entitled "An act supplemental to and amendatory of an act which passed the senate March 7th, 1872, and passed the house of representatives March 25, 1872, entitled "An act to incorporate the Mississippi Valley Company," not yet approved, approved April 2nd, 1872, is a true and correct copy of the original now in file in this office.

Given under my hand and the great seal of the State of Mississippi this 28th day of June, 1894.

GEO. M. GOVAN,
Secretary of State.

76 EXHIBIT TO REPLICATIONS.

This indenture, made the 31st day of March, A. D. 1888, by and between the Yazoo & Mississippi Valley Railroad Company, a corporation created under the laws of the State of Mississippi, herein designated as party of the first part, and the Illinois Central Railroad Company, a corporation created under the laws of the State of Illinois, hereinafter designated as the party of the second part—witnesseth:

1. That for the considerations hereinafter mentioned, the said The Yazoo & Mississippi Valley Railroad Company, party of the first part aforesaid, being thereunto duly authorized by law and also by the action of its executive committee and its stockholders, doth hereby demise and lease to the Illinois Central Railroad Company, party of the second part aforesaid, the railroad and the telegraph line of the party of the first part which are now built and in operation, consisting of its railroad extending from its junction with the Chicago, St. Louis and New Orleans railroad at or near Jackson, in the county of Hinds and State of Mississippi, thence through Yazoo City to Parsons, in the State of Mississippi, and also the railroad extending from Tchula junction through Lexington to Durant, Mississippi, in all one hundred and forty miles of railroad, more or less (it being all the railroads which the party of the first part has now in operation) including the road-bed, superstructure and rights

of way of the railroads aforesaid, and the side tracks, spurs, bridges, station-houses, and station grounds, engine-house and grounds, warehouses and grounds, turn-tables, water tanks, fences and all other buildings or structures, fixtures, tools or appurtenances of, in or to the said railroads belonging, which are now owned by the party of the first part.

Including also the engines and cars and other rolling stock of every description now owned by the party of the first part, and all and singular the easements, servitudes, hereditaments and appurtenances of said railroads and the right and franchise to use, operate and enjoy said divisions or parts of the railroad system which the party of the first part is by its charter authorized to build or acquire, being all that it has up to this time built or acquired and put in operation. Including also the franchise and right, as authorized and granted by its said charter, to fix, demand and collect toll or charges for transporting passengers and freight, mail or express matter thereon, as fully as the party of the first part could under its charter do. Including also the exemption from taxation of the leased premises aforesaid under the provisions of said charter. Together with all the telegraph lines, poles, wires, batteries and all its fixtures and appurtenances which are now owned and operated by the party of the first part along said railroads or elsewhere. (But this lease does not include or encumber any part or division of the railroad or telegraph line, or their appurtenances, which the party of the first part may hereafter build or acquire; or any of its lands which are now owned except those which are appurtenant to the leased premises and used as rights of way or station grounds, or which are situated within one hundred feet from the centre of the main or side tracks of the railroads so leased as aforesaid; or any of its charter rights, privileges, powers, exemptions or franchises, except such as are necessary to the full enjoyment, use, control or dominion of the leased premises aforesaid by said lessee during the term of this lease.) To have and to hold the leased premises aforesaid, with the appurtenances, unto the party of the second part aforesaid, and its successors, from the date of this indenture until and to the first day of June, A. D. nineteen hundred and fifty-two (1952).

2. And the party of the first part covenants that it will at any and at all times during the continuance of this lease, upon the reasonable request of the party of the second part, do all acts, and sign, seal, acknowledge and deliver all such further or other papers, deeds, transfers or agreements which are or may be necessary to assure and make certain unto said party of the second part the leased premises aforesaid and the possession, use and enjoyment of every part thereof for and during the full term of this indenture.

77 3. And the party of the second part hereby covenants and agrees, that it will, during the term that this indenture may continue in force, operate said leased railroads and telegraph lines in compliance with the charter of the party of the first part, and will indemnify and hold harmless the said party of the first part from all and every of the liabilities or penalties which may arise

from or be founded on its acts or omissions as such lessee in the use of the leased premises in anywise whatsoever; and at the termination of this lease will surrender and restore the possession and control of the leased premises to the party of the first part in as good condition as the same now are, and that as to anything included in this lease, which from any cause cannot be returned in as good condition as it now is, it will replace the same by one as good as the one which it receives under this lease.

4. The party of the second part furt*eh*r covenants and agrees that it will pay to the party of the first part the net earnings of said leased premises, semi-annually, to wit, on the first days of June and December in each year, and that said net earnings shall amount to at least one hundred thousand dollars per annum during the continuance of this lease, and that in case said net earnings do not amount to said last mentioned sum it will pay such an amount in addition to such year's net income as shall, together such net income, amount to the sum of one hundred thousand dollars for that year.

5. It is covenanted and agreed by both parties hereto that this lease may be terminated upon six months' written notice by either party to the other of its desire to end the same: and at the time so fixed in said notice, if the same be six months or more from the time of the service thereof on the other party, this lease shall be as fully determined and ended as if said date was herein declared to be the end of the term of this lease.

6. The covenants and agreements hereinbefore set out are not only in behalf of and by the respective parties hereto, but also in behalf of and binding on their successors, respectively, whether the same be so expressed in each covenant or not.

In witness whereof, the Yazoo and Mississippi Valley Railroad Company and the Illinois Central Railroad Company have hereunto set their respective names and common seals, this the day and date first above written.

THE YAZOO AND MISSISSIPPI VALLEY RAILROAD COMPANY,

[SEAL.] By STUYVESANT FISH, *President.*

Attest: JOHN ANTHON, *Secretary.*

ILLINOIS CENTRAL RAILROAD COMPANY,

[SEAL.] By STUYVESANT FISH, *President.*

Attest: A. G. HACKSTAFF, *Secretary.*

STATE OF NEW YORK, *City and County of New York,* } *ss:*

Be it remembered that on this 10th day of April, A. D. 1888, before me, William H. Clarkson, a commissioner of the State of Mississippi in and for the State of New York, residing in said city of New York, and notary public for New York county, personally appeared the foregoing named Stuyvesant Fish, president of the

Yazoo & Mississippi Valley Railroad Company, and John Antho
secretary thereof, who acknowledged that they signed, sealed, a
delivered the foregoing instrument, on the day and year there
named, as their voluntary act and deed and the voluntary act a
deed of said company.

And the said Stuyvesant Fish and John Anthon, being du
sworn, deposed and said that they were the above-described offic
of said company; that the seal affixed to the foregoing instr
ment, purporting to be the corporate seal of said company, was su
corporate seal; that it was affixed thereto by order of the executi
committee and the stockholders of said company, and that th
signed their names thereto by the same authority as the preside
and secretary of said company respectively.

And on the same day before me also personally appear
78 the said Stuyvesant Fish, as the president, and A. G. Hac
staff, secretary, of the Illinois Central Railroad Compa
who acknowledged that they signed, sealed, and delivered the fo
going instrument as their voluntary act and deed as such officers
said company and the voluntary act and deed of said company.

And the said Stuyvesant Fish and A. G. Hackstaff being by
first duly sworn, they did depose and say that the said Stuyvesa
Fish was the president of the Illinois Central Railroad Compan
that he, the said A. G. Hackstaff, was the secretary of the sa
company; that the seal affixed to the foregoing instrument was t
corporate seal of said company; that it was affixed thereto by or
of the board of directors of said company, and that they sign
their names thereto by the like order as the president and secreta
of said company, respectively.

Witness my hand and official seals.

[Commissioner's Seal.]

[NOTARY'S SEAL.] WILLIAM H. CLARKSON,
Commissioner for the State of Mississippi in New York
and Notary Public for New York County, N. Y.

Declaration in No. 2916.

THE STATE OF MISSISSIPPI, }
Hinds County. }

Circuit Court, First District.

WIRT ADAMS, State Revenue Agent, for the Use of The }
State of Mississippi, Plaintiff, }
vs. } No. 29
THE YAZOO & MISSISSIPPI VALLEY RAILROAD COMPANY }
et al., Defendants. }

And now comes the plaintiff, Wirt Adams, State revenue age
who sues for the use of The State of Mississippi and of the count
therein of De Soto, Tunica, Coahoma, Bolivar, Washington, Shark
Issaquena, Warren, Claiborne, Jefferson, Franklin, Amite, Wilk

son, Tallahatchie, and Leflore, and of the towns of Tunica, in Tunica county; Lula, Coahoma, and Clarksdale, in Coahoma county; Shelby, Cleveland, and Shaw, in Bolivar county; Leland and Hollandale, in Washington county; Rolling Fork, in Sharkey county; Vicksburg, in Warren county; Port Gibson and Russum, in Claiborne county; Harriston, in Jefferson county; Harrisburg, Roxie, and Knoxville, in Franklin county; Gloster, in Amite county; Centerville, in Wilkinson county; Jonestown, in Coahoma county; Friars Point, in Coahoma county, and Rosedale and Gunnison, in Bolivar county, under and by virtue of the statutes in such cases made and provided, and complains of the defendants, The Yazoo & Mississippi Valley Railroad Company, a corporation chartered by and organized under the laws of the State of Mississippi, and the Illinois Central Railroad Company, a foreign corporation chartered by and organized under the laws of the State of Illinois, and both having a part of their lines of railway, depots, and agents in said first distr-t of Hinds county, in an action of debt on the statutes in such cases made and provided—

For that whereas, in October of the year 1892, the railroads and property of the Louisville, New Orleans & Texas Railway Company, a corporation organized under the laws of the State of Mississippi, became the property of the said defendants, The Yazoo & Mississippi Valley and Illinois Central Railroad Companies, and has ever since been owned by them, and was duly assessed for taxation in and for each of the years 1893 and 1894, in said State of Mississippi, under and in accordance with its laws, by its Mississippi railroad commission as State railroad assessors, after objections heard and considered, and was also duly classified for privilege taxation by said railroad commission under said laws for each of said years, the main line being classified as first class, and the Riverside division and Helena and Tallahatchie branches as third class, and the said assessment rolls were duly sent to the clerks of the boards of supervisors of said several counties and by them filed as required by law, and the said assessments were as follows:

79

For the main line for 1893:

In De Soto county	$164,883.00
In Tunica county	376,719.00
In Coahoma county	392,803.00
In Bolivar county	562,038.00
In Washington county	416,038.00
In Sharkey county	420,711.00
In Issaquena county	82,274.00
In Warren county	594,821.00
In Claiborne county	256,601.00
In Jefferson county	251,227.00
In Franklin county	271,776.00
In Amite county	209,809.00
In Wilkinson county	144,330.00

For the year 1894:

In De Soto county	164,427.00
In Tunica county	376,639.00
In Coahoma county	392,081.00
In Bolivar county	562,788.00
In Washington county	416,836.00
In Sharkey county	420,471.00
In Issaquena county	82,274.00
In Warren county	580,821.00
In Claiborne county	257,016.00
In Jefferson county	251,267.00
In Franklin county	270,966.00
In Amite county	209,203.00
In Wilkinson	144,110.00

For the Riverside division for 1893:

In Coahoma county	263,109.00
In Bolivar county	449,934.00
In Washington county	19,590.00
In Issaquena county	50,587.00
In Sharkey county	23,824.00

For the year 1894:

In Coahoma county	262,120.00
In Bolivar county	450,069.00
In Washington county	19,590.00
In Issaquena county	50,497.00
In Sharkey county	23,824.00

For the Helena branch for 1893:

In Coahoma county	95,134.00

For the year 1894:

In Coahoma county, east	73,154.00
West of main line	51,745.00
Total	$124,899.00

For the Tallahatchie branch for 1893:

In Coahoma county	$88,039.00
In Tallahatchie county	129,843.00
In Leflore county	33,730.00

For the year 1894:

In Coahoma county	88,124.00
In Tallahatchie county	129,933.00
In Leflore county	33,691.00

For said town of Tunica:

For 1893, $8,490.00; for 1894, $8,240.00.

For said Lula:

For 1893, $14,460.00; for 1894, $14,460.00.

For said town of Coahoma:

For 1893, $15,130.00; for 1894, $14,830.00.

For Clarksdale:

For 1893, $16,180.00; for 1894, $15,680.00.

For Shelby:

For 1893, $14,380.00; for 1894, $14,330.00.

For Cleveland:

For 1893, $21,300.00; for 1894, $20,950.00.

For Shaw:

For 1893, $7,470.00; for 1894, $7,420.00.

For Leland:

For 1893, $29,500.00; for 1894, $29,500.00.

For Hollandale:

For 1893, $9,060.00; for 1894, $8,830.00.

For Rolling Fork:

For 1893, $13,970.00; for 1894, $13,870.00.

For Vicksburg:

For 1893, $163,881.00; for 1894, $141,881.00.

For Port Gibson:

For 1893, $16,924.00; for 1894, $17,909.00.

For Russum:

For 1893, $9,169 00; for 1894, $9,129.00.

For Harriston:

For 1893, $9,747.00; for 1894, $9,692.00.

For Hamburg:

For 1893, $14,573.00; for 1894, $14,533.00.

For Roxie:

For 1893, $15,079.00; for 1894, $15,079.00.

For Knoxville:

For 1893, $10,937.00; for 1894, $10,897.00.

For Gloster:

For 1893, $15,241.00; for 1894, $15,241.00.

For Jonestown:

For 1893, $3,488.00; for 1894, $3,488.00.

For Friars Point:

For 1893, $10.175.00; for 1894, $10,175.00.

For Rosedale:

For 1893, $6,450.00; for 1894, $6,435.00.

For Gunnison:

For 1893, $10,281.00; for 1894, $10,291.00.

For said Centerville:

For 1893, $10,402.00; for 1894, $10,362.00.

And whereas the levy of State taxes for said year 1893 was five mills, and for said year 1894 six mills on the dollar's worth of taxable property;

81 And whereas the privilege taxes for said years 1893c and 1894 were $20.00 per mile for first-class and $10.00 per mile for third-class railroads for each year;

And whereas the boards of supervisors of said several counties did for the year 1893 duly levy county taxes on said railroad and branches and all other taxable property within their respective limits as follows:

De Soto county	5½ mills.
Tunica county	14 mills.
Coahoma county	8 mills.
Bolivar county	17½ mills.
Washington county	5½ mills.
Sharkey county	7 mills.
Issaquena county	6 mills.
Warren county	12½ mills.
Claiborne county	9 mills.
Jefferson county	7½ mills.
Franklin county	12 mills.
Amite county	7½ mills.
Wilkinson county	6¾ mills.
Tallahatchie county	10 mills.
Leflore county	7½ mills.

And for the year 1894:

De Soto county	5 mills.
Tunica county	7⅔ mills.
Coahoma county	10 mills.
Bolivar county	17½ mills.
Washington county	7 mills.
Sharkey county	7½ mills.
Issaquena county	5 mills.
Warren county	11½ mills.
Claiborne county	8 mills.
Jefferson county	7½ mills.
Franklin county	10½ mills.
Amite county	5 mills.
Wilkinson county	6½ mills.
Tallahatchie county	8 mills.
Leflore county	7½ mills.

And whereas the town taxes duly levied also on the dollar's worth of taxable property for each of said years 1893 and 1894 by the respective municipal authorities *was* as follows:

In Tunica:

For 1893, 3 mills; for 1894, 5 mills.

In Lula:

For 1893, — mills; for 1894, — mills.

In Clarksdale:

For 1893, 12 mills; for 1894, — mills.

In Shelby:

For 1893, — mills; for 1894, — mills.

In Cleveland:

For 1893, — mills; for 1894, — mills.

In Shaw:

For 1893, — mills; for 1894, — mills.

In Leland:

For 1893, 7 mills; for 1894, 7 mills.

In Hollandale:

For 1893, 6 mills; for 1894, 6¼ mills.

In Rolling Fork:

For 1893, — mills; for 1894, — mills.

In Vicksburg:

For 1893, 20 mills; for 1894, 20 mills.

In Port Gibson:

For 1893, 8 mills; for 1894, 8¼ mills.

82 In Russum:

For 1893, — mills; for 1894, — mills.

In Harriston:

For 1893, — mills; for 1894, — mills.

In Harrisburg:

For 1893, — mills; for 1894, — mills.

In Roxie:

For 1893, — mills; for 1894, — mills.

In Knoxville:

For 1893, — mills; for 1894, — mills.

In Gloster:

For 1893, 10 mills; for 1894, 10½ mills.

In Centerville:

For 1893, — mills; for 1894, — mills.

In Jonestown:
For 1893, — mills; for 1894, — mills.

In Friars Point:
For 1893, 3 mills; for 1894, 3 mills.

In Rosedale:
For 1893, — mills; for 1894, — mills.

In Gunnison:
For 1893, — mills; for 1894, — mills.

In Coahoma:
For 1893, — mills; for 1894, — mills.

And whereas the mileage of said railroads in said respective counties was as follows:

For the main line and main track:

In De Soto county	12.863 miles.
In Tunica county	30.020 miles.
In Coahoma county	30,234 miles.
In Bolivar county	44.322 miles.
In Washington county	32.173 miles.
In Sharkey county	33.527 miles.
In Issaquena county	6.645 miles.
In Warren county	35.768 miles.
In Claiborne county	20.373 miles.
In Jefferson county	19.851 miles.
In Franklin county	21.752 miles.
In Amite county	16.577 miles.
In Wilkinson county	10.826 miles.

For the Riverside division, main track:

In Coahoma county	27.713 miles.
In Bolivar county	47.891 miles.
In Washington county	2.175 miles.
In Issaquena county	5.460 miles.
In Sharkey county	2.615 miles.

For the Helena branch, main track:

In Coahoma county	20.242 miles.

For the Tallahatchie branch, main track:

In Coahoma county	14.109 miles.
In Tallahatchie county	20.445 miles.
In Leflore county	5.045 miles.

And whereas the said Illinois Central Railroad Company and the said Yazoo & Mississippi Valley Railroad Company, when they procured said property of said Louisville, New Orleans & Texas Railway Company, which then and there abandoned its charter and the same became extinct, became liable for all its debts, liabili-

ties, and taxes, and did in fact in writing agree to and did assume and promise to pay all debts, liabilities, and taxes of whatever kind to which said property was then or should thereafter become subject or liable.

83 Whereby and by force of the statutes in such cases made and provided and of said agreement and assumption the said Yazoo & Missis-ippi Valley and Illinois Central Railroad Companies have become and are now indebted to said State of Mississippi and to said several counties and towns for current privileges, State and county and municipal taxes for said fiscal years 1893–'4 and 1894–'5, as follows:

On main line.

In De Soto county for 1893–'4:

Privilege tax	$257.26
State tax	824.16
County tax	906.85

For 1894–'5:

Privilege tax	257.26
State tax	986.56
County tax	822.13

In Tunica county for 1893–'4:

Privilege tax	600.64
State tax	1,883.59
County tax	5,274.06

For 1894–'5:

Privilege tax	600.64
State tax	2,259.83
County tax	2,874.79

In Coahoma county for 1893–'4:

Privilege tax	604.68
State tax	1,964.01
County tax	3,142.42

For 1894–'5:

Privilege tax	604.68
State tax	2,352.48
County tax	3,920.81

In Bolivar county for 1893–'4:

Privilege tax	886.44
State tax	2,810.19
County tax	9,835.66

For 1894–'5:

Privilege tax	886.44
State tax	3,376.72
County tax	9,848.79

In Washington county for 1893–'4:

Privilege tax	643.46
State tax	2,084.18
County tax	2,292.59

For 1894–'5:

Privilege tax	643.46
State tax	2,501.01
County tax	" 917.85

In Sharkey county for 1893–'4:

Privilege tax	670.54
State tax	2,103.55
County tax	2,944.97

For 1894–'5:

Privilege tax	670.54
State tax	2,522.82
County tax	3,153.59

84 In Issaquena county for 1893–'4:

Privilege tax	132.90
State tax	411.37
County tax	493.64

For 1894–'5:

Privilege tax	132.90
State tax	493.64
County tax	411.37

In Warren county for 1893–'4:

Privilege tax	715.36
State tax	2,974.10
County tax	5,779.74

For 1894–'5:

Privilege tax	715.36
State tax	3,484.92
County tax	6,679.44

In Claiborne county for 1893–'4:

Privilege tax	407.46
State tax	1,283.00
County tax	2,275.96

For 1894–'5:

Privilege tax	407.46
State tax	1,542.09
County tax	2,056.12

In Jefferson county for 1893–'4:

Privilege tax	396.74
State tax	1,256.13
County tax	1,884.20

For 1894–'5:

Privilege tax	396.74
State tax	1,507.60
County tax	1,884.50

In Franklin county for 1893–'4:

Privilege tax	435.04
State tax	1,256.13
County tax	3,261.31

For 1894–'5:

Privilege tax	435.04
State tax	1,625.79
County tax	2,845.14

In Amite county for 1893–'4:

Privilege tax	331.54
State tax	1,049.04
County tax	1,573.56

For 1894–'5:

Privilege tax	331.54
State tax	1,255.21
County tax	1,046.01

In Wilkinson county for 1893–'4:

Privilege tax	216.52
State tax	721.65
County tax	974.22

For 1894–'5:

Privilege tax	216.52
State tax	864.66
County tax	936.71

85 For the Helena branch.

In Coahoma county for 1893–'4:

Privilege tax	202.42
State tax	475.67
County tax	762.07

For 1894–'5:

Privilege tax	202.42
State tax	749.39
County tax	1,248.99

For the Tallahatchie branch.

In Coahoma county for 1893–'4:

Privilege tax	141.09
State tax	440.19
County tax	704.31

For 1894–'5:

Privilege tax	141.6
State tax	528.7
County tax	881.2

In Tallahatchie county for 1893–'4:

Privilege tax	204.4
State tax	649.2
County tax	1,298.4

For 1894–'5:

Privilege tax	204.4
State tax	779.3
County tax	1,019.4

In Leflore county for 1893–'4:

Privilege tax	50.4
State tax	168.0
County tax	252.9

For 1894–'5:

Privilege tax	50.4
State tax	202.1
County tax	252.6

For the Riverside division.

In Coahoma county for 1893–'4:

Privilege tax	277.1
State tax	1,315.5
County tax	2,104.8

For 1894–'5:

Privilege tax	277.1
State tax	1,572.7
County tax	2,621.2

In Bolivar county for 1893–'4:

Privilege tax	478.9
State tax	2,248.6
County tax	7,873.8

For 1894–'5:

Privilege tax	478.9
State tax	2,700.4
County tax	7,876.2

In Washington county for 1893–'4:

Privilege tax	21.7
State tax	97.9
County tax	106.7

For 1894–'5:

Privilege tax	21.7
State tax	117.5
County tax	134.1

86 In Issaquena county for 1893–'4:

Privilege tax	54.60
State tax	252.94
County tax	303.52

For 1894–'5:

Privilege tax	54.60
State tax	302.98
County tax	252.47

In Sharkey county for 1893–'4:

Privilege tax	26.15
State tax	119.12
County tax	166.76

For 1894–'5:

Privilege tax	26.15
State tax	142.94
County tax	166.76

And municipal taxes as follows:

Tunica for 1893, $25.56; for 1894, $47.75.

Lula:

For 1893, $—; for 1894, $—.

Coahoma:

For 1893, $—; for 1894, $—.

Clarksdale:

For 1893, $—; for 1894, $—.

Shelby:

For 1893, $—; for 1894, $—.

Cleveland:

For 1893, $—; for 1894, $—.

Shaw:

For 1893, $—; for 1894, $—.

Leland:

For 1893, $206.50; for 1894, $206.50.

Hollandale:

For 1893, $72.36; for 1894, $54.87.

Rolling Fork:

For 1893, $—; for 1894, $—.

Vicksburg:

For 1893, $3,277.62; for 1894, $2,997.62.

Port Gibson:

For 1893, $135.39; for 1894, $149.38.

Russum:
For 1893, $—; for 1894, $—.
Harriston:
For 1893, $—; for 1894, $—.
Hamburg:
For 1893, $—; for 1894, $—.
Roxie:
For 1893, $—; for 1894, $—.
Knoxville:
For 1893, $—; for 1894, $—.
Gloster:
For 1893, $152.41; for 1894, $158.23.
Centerville:
For 1893, $—; for 1894, $—.
Jonestown:
For 1893, $—; for 1894, $—.
Friars Point:
For 1893, $30.50; for 1894, $30.50.
Rosedale:
For 1893, $—; for 1894, $—.
Gunnison:
For 1893, $—; for 1894, $—.

87 Plaintiff files copies of said assessment-rolls for the years 1893 and 1894 as Exhibits "A" and "B," and asks that they be taken as part of this declaration.

And the plaintiff, use, &c., in fact avers that all the railroads on which the taxes are herein sued for had the first rails laid more than three years before January 1st, 1890, and although the said defendants were and are indebted to said State of Mississippi and to said several counties and towns in said several amounts above specified and set forth, aggregating a large sum of money, to wit, the sum of $—, and although said several amounts have long been due and have been duly demanded and are delinquent, yet the said defendants, the said Yazoo & Mississippi Valley and Illinois Central Railroad Companies, have both and each hitherto failed and refused and both and each still fail and refuse to pay the same or any part or parcel thereof, to plaintiff's damage $250,000.00, and hence he sues for the uses aforesaid, &c., and, as required by the statute in such cases made and provided, makes parties to this suit the Honorables J. F. Sessions, of Lincoln county; Walter McLaurin, of Warren county; J. H. Askew, of Oktibbeha county, constituting said railroad commission and State railroad assessors, and W. H. Rollins, T. O. King, R. N. Harris, G. P. Melchoir, J. L. Griffin, H. J. Wright, A. N. Smith, I. M. A. Brennan, N. S. Walker, L. W. Carra-

dine, R. S. Butler, D. M. Butler, C. H. Neyland, C. H. Fonda, and J. L. Sullivan, sheriffs and tax collectors of said De Soto, Tunica, Coahoma, Bolivar, Washington, Sharkey, Issaquena, Warren, Claiborne, Jefferson, Franklin, Amite, Wilkinson, Tallahatchie, and Leflore counties respectively, under section 4200 of the Annotated Code, and asks that they and the said railroad, defendants, be summoned, &c.

CRITZ & BECKETT,
Attorneys for Plaintiff.

Endorsed: Declaration and exhibits filed and summons issued to Hinds, Lincoln, Warren, Oktibbeha, De Soto, Tunica, Coahoma, Bolivar, Washington, Sharkey, Issaquena, Claiborne, Jefferson, Franklin, Amite, Wilkinson, Tallahatchie, and Leflore counties, December 18, 1894. F. B. Neal, clerk, by W. J. Brown, Jr., D. C.

88 *Demurrers to 1st, 2nd, 3rd, 9th, 10th, & 14th Replications and Eight Others.*

STATE OF MISSISSIPPI, }
County of Hinds, First District. }

In the Circuit Court, at the January Term, 1895.

WIRT ADAMS, State Revenue Agent, Use, &c.,
vs.
THE YAZOO & MISSISSIPPI VALLEY RAILROAD COMPANY ET AL. } 2788.

1. Now comes the defendant The Yazoo & Mississippi Valley Railroad Company, and for answer to the said first replication to the plea of said company, as to that part of said replication which denies the allegation alleged to be contained in said plea that the said Louisville, New Orleans & Texas Railway Company was not purchased by said Illinois Central Railroad Company, the defendant demurs thereto, because such denial is a pretended traverse of matter not alleged in said plea. Wherefore it prays judgment whether — as to such denial.

MAYES & HARRIS,
Att'ys for Defendant.

2. Now comes the defendant The Yazoo & Mississippi Valley Railroad Company, and for answer to the said second replication to the plea of said company the said defendant demurs thereto, because it says the said replication is not sufficient in law, because the debts and liabilities to be taken into consideration are not limited to debts for construction, and also because this court will not investigate the propriety of issuance of stock. Wherefore it prays judgment, &c.

MAYES & HARRIS,
Att'ys for Def't.

3. Now comes the defendant The Yazoo & Mississippi Valley Railroad Company, and for answer to the said third replication to

the plea of said defendant the said defendant demurs thereto, b
cause it says the said replication is not sufficient in law, and al
because the question thereby sought to be raised cannot be raise
in a collateral manner or in any manner by this plaintiff. Wher
fore it prays judgment, &c.

MAYES & HARRIS,
Att'ys for Def't.

9. Now comes the defendant The Yazoo & Mississippi Valle
Railroad Company, and for answer to the ninth replication to sa
plea of this defendant says that it demurs thereto, and for cause
demurrer says that *that* the said replication is not sufficient in law
also that the questions thereby sought to be raised cannot be raise
in this collateral manner or raised in any manner by this plainti
Wherefore it prays judgment whether, &c.

MAYES & HARRIS,
Att'ys for Def't.

10. Now comes the defendant The Yazoo & Mississippi Valle
Railroad Company, and for answer to the fourth, fifth, sixth, sevent
eighth, eleventh, twelfth, and thirteenth replications to said plea
this defendant says that it demurs to the same, because the sam
are respectively insufficient in law. Wherefore it prays judgmen
whether, &c.

MAYES & HARRIS,
Att'ys for Def't.

14. Now comes the defendant The Yazoo & Mississippi Valle
Railroad Company, and for answer to the fourteenth replication
said plea of this defendant says that it demurs thereto, because th
same is not sufficient in law, and also because the said replicatio
is too broad in its application. Wherefore the defendant pray
judgment whether, &c.

MAYES & HARRIS,
Att'ys for Def't.

89 *Agreement as to Exhibits.*

THE STATE OF MISSISSIPPI,
Hinds County.

Circuit Court, 1st District.

WIRT ADAMS, State Revenue Agent, &c.,
vs.
THE YAZOO & MISSISSIPPI VALLEY RAILROAD CO. ET AL. } 278

It is hereby agreed that on the argument of the demurrers to th
replications in this cause the deed of consolidation of the Yazoo &
Mississippi Valley Railroad Company and the Louisville, New
Orleans & Texas Railway Company, the charters of the Memphis &
Vicksburg Railroad Company, New Orleans, Baton Rouge, Vicks
burg and Memphis Railroad Company, Louisville, New Orleans &

Texas Railway Company, and Yazoo & Mississippi Valley Railroad Company shall be considered as set out in the replications and filed with them as part of them, and said deed and charters may all be used and referred to by the court and counsel without actual filing.

CRITZ & BECKETT,
Att'ys for Plaintiff.
MAYES & HARRIS,
Att'ys for Def't.

Pleas in No. 2916.

STATE OF MISSISSIPPI, }
County of Hinds, First District. }

In the Circuit Court, to the January Term, A. D. 1895.

WIRT ADAMS, State Revenue Agent, Use, &c.,
vs.
THE YAZOO & MISSISSIPPI VALLEY RAILROAD CO. ET AL. } 2916.

Now comes the defendants The Yazoo & Mississippi Valley Railroad Company and The Illinois Central Railroad Company and for a plea to the declaration herein filed against it says:

1. That it is not true, as in said declaration is alleged, that in October of the year 1892, or at any other time, the railroads and property of the Louisville, New Orleans & Texas Railway Company became the property of the said defendants, The Yazoo & Mississippi Valley and Illinois Central Railroad Companies, and have ever since been owned by them; nor is it true that the said two companies became liable for all the debts, liabilities, and taxes of said Louisville, New Orleans & Texas Railway Company, or did in fact agree in writing to pay all debts, liabilities, and taxes of whatsoever kind to which the said property was then or should thereafter become subject or liable.

2. That the said Louisville, New Orleans & Texas Railway Company was authorized by and organized under an act of the legislature of the State of Mississippi entitled "An act to authorize the Memphis & Vicksburg Railroad Company and the Mississippi Valley and Ship Island Railroad Company to effect a consolidation," approved March 3rd, 1882, and a certain other act of said legislature, entitled "An act to amend an act entitled An act to authorize the Memphis and Vicksburg Railroad Company and the Mississippi Valley & Ship Island Railroad Company to effect a consolidation, approved March 3rd, 1882," approved March 15th, 1884.

3rd. That on or about the 24th of October, 1892, the said Louisville, New Orleans & Texas Railway Company was consolidated with and merged in this defendant by the act and deed of the two said companies as authorized by their respective charters.

4th. That during the said years 1893 and 1894 and in due and proper time this defendant delivered to the tax collector of each and every of said named counties an affidavit, made by the president of said company or its cashier, that the amount of said taxes had actu-

ally and in good faith been paid and applied by said com-
90 pany, this defendant, during the said years, respectively, in payment of the debts incurred by the said Louisville, New Orleans & Texas Railway Company in the construction of its said railroad or money borrowed by said last-named company upon lands or otherwise to be used in constructing said road or paying debts incurred by said last-named company in constructing the same; whereupon the said several tax collectors did, each and every one, give to defendant a receipt in full for the amount of said taxes respectively, and that in the said years 1893 and 1894, respectively, the profits of defendant on the lines of railway that were of the said Louisville, New Orleans & Texas Railway Company have not enabled it to declare and pay to its stockholders of and on account of said last-named company an annual dividend of eight per cent. on its capital stock over and above the payment of the debts and liabilities of said Louisville, New Orleans & Texas Railway Company, nor have the profits of this defendant enabled it to declare and pay said dividend.

All of which this defendant is ready to verify. Wherefore it prays judgment, &c.

MAYES & HARRIS,
Att'ys for Def'ts.

STATE OF MISSISSIPPI, }
Hinds County. }

In the Circuit Court, to the January Term, 1895, First District.

WIRT ADAMS, State Rev. Agent, for the Use, etc., }
vs. }
YAZOO & MISSISSIPPI VALLEY RAILROAD COMPANY ET AL. }

Now comes the defendants, The Yazoo & Mississippi Valley Railroad Company and The Illinois Central Railroad Company, and for a plea to the declaration herein filed say that it is not true, as in said declaration is alleged, that in October of the year 1892 the railroads and property of the Louisville, New Orleans & Texas Railway Company became the property of the said defendants, The Yazoo & Mississippi Valley and The Illinois Central Railroad Companies, and has ever since been owned by them, and that the said railroads and property have at any time become the property of the said two companies, nor is it true that the said Illinois Central Railroad Company and the said Yazoo & Mississippi Valley Railroad Company became liable for all debts, liabilities, and taxes, or did in fact, in writing, agree to assume and promise to pay all the debts, liabilities, and taxes to which the said property was then or should thereafter become subject or liable, or that said Yazoo & Mississippi Valley and Illinois Central Railroad Companies have become or now are indebted to said State of Mississippi and to the said several counties and towns or any of them for current privilege, State, county, and municipal taxes for said fiscal years 1893–1894, 1894–1895, as stated

in said declaration, or any of them; and of this the said defendant puts *itself* upon the country.

MAYES & HARRIS.
Att'ys for Def'ts.

Endorsed: Filed January 24, 1895. F. B. Neal, clerk.

Order on Demurrer.

January Term, 1895.

JANUARY 26, 1895.

WIRT ADAMS, State Revenue Ag't, &c.,
vs.
YAZOO & MISSISSIPPI VALLEY R. R. CO. ET AL. } 2788.

This day came on to be heard the above-entitled cause on the demurrers of the defendant The Yazoo & Mississippi Valley Railroad Company to the 1st, 2nd, 3rd, 4th, 5th, 6th, 7th, 8th, 9th, 10th, 11th, 12th, 13th, and 14 replications interposed to the plea of said defendant, and the court being satisfied, it is ordered and adjudged that the said demurrers to the fourth, fifth, sixth, seventh, eighth, twelfth, and thirteenth replications be and the same are respectively sustained, and that the demurrers to the said first, second, third, ninth, tenth, eleventh, and fourteenth replications be and the
91 same are respectively overruled; to which judgment and consideration of the court the plaintiff and the defendant respectively excepted, and it is considered by the court *the* the said defendant do rejoin to said first, second, third, ninth, tenth, eleventh, and fourteenth replications.

Motion to Consolidate.

WIRT ADAMS, State Revenue Agent, Use, &c.,
vs.
THE YAZOO & MISSISSIPPI VALLEY R. R. CO. ET AL. } 2788.

WIRT ADAMS, State Revenue Agent, Use, &c.,
vs.
THE YAZOO & MISSISSIPPI VALLEY R. R. CO. ET AL. } 2916.

In these two causes come the defendant railroad companies and move that the same be consolidated into one cause, to proceed under the same name and number of the first cause and the pleadings therein, and also the declaration in the second cause.

MAYES & HARRIS, *For Motion.*

CRITZ & BECKETT, *Contra.*

Endorsed: Filed and entered January 26, 1895. F. B. Neal, clerk.

Order of Consolidation.

January Term, 1895.

JANUARY 26, 1895.

WIRT ADAMS, State Revenue Agent, Use, &c.,
vs.
THE YAZOO & MISSISSIPPI VALLEY R. R. CO. ET AL. } 2788 & 2916.

In these causes, by consent of parties given in open court, it is considered and adjudged that the same be, and they are hereby, consolidated into one cause, to be prosecuted under the name and number of the cause numbered 2788; also that the pleadings heretofore filed and acted upon as of the first cause shall be applicable to the cause as consolidated, and that the declaration in the second cause, but not the pleas, shall be applicable to the cause as consolidated. No exceptions taken nor errors committed heretofore in the progress of cause numbered 2788 or that numbered 2916 are waived hereby.

Motion to Strike Out Part of 9th and 10th Replications.

WIRT ADAMS, State Revenue Agent, Use, &c.,
vs.
YAZOO & MISSISSIPPI VALLEY R. R. CO. ET AL. } 2788.

In this the consolidated cause above entitled comes the defendant The Yazoo & Mississippi Valley Railroad Company and moves the court as follows:

1st. To strike out from the 9th replication the words "and plaintiff further avers that by said illegal execution and issuance of bonds said company forfeited its charter."

2nd. To strike out from the 10th replication the words "and also forfeited its charter."

MAYES & HARRIS,
Att'ys for Def't.

CRITZ & BECKETT, *Contra.*

Endorsed: Filed and entered January 26, 1896. F. B. Neal, clerk.

Order on Motion.

January Term, 1895.

JANUARY 26TH, 1895.

WIRT ADAMS, State Revenue Agent, Use, &c.,
vs.
THE YAZOO & MISSISSIPPI VALLEY R. R. CO. ET AL. } 2788.

92 This day came on to be heard the above entitled cause on the motion of the Yazoo & Mississippi Valley Railroad Com-

pany to strike out from the 9th and 10th replications certain words, to wit, from the 9th replication the words "and plaintiff further avers that by such illegal execution and issuance of bonds said company forfeited its charter," and from the 10th replication the words "and also forfeited its charter;" and the court being satisfied in the premises, it is considered and adjudged that said words be, and the same are hereby, stricken from said replications, respectively; to which action of the court the plaintiff excepted.

Rejoinder of Yazoo & Mississippi Valley R. R. Co.

STATE OF MISSISSIPPI,
County of Hinds, First District.

In the Circuit Court, at the January Term, A. D. 1895.

WIRT ADAMS, State Revenue Agent, Use, &c.,
vs.
THE YAZOO & MISSISSIPPI VALLEY R. R. CO. ET AL. } 2788.

And the said defendants, The Yazoo & Mississippi Valley Railroad Company and The Illinois Central Railroad Company, for rejoinder to the 9th replication of the plaintiff to *its* plea, says that it is not true, as in said replication is falsely averred, that the said Louisville, New Orleans & Texas Railway Company so mixed and mingled its liabilities for money used in constructing said road and for money to divide out among its officers and stockholders, as in said replication alleged, that it became or was or is impossible to appropriate the said taxes to the liabilities contemplated in said charter or to make a true affidavit as therein required; and of this the said defendant- puts *itself* upon the country. Wherefore, &c.

MAYES & HARRIS,
Att'ys for Def't.

Rejoinder to 10th Replication.

And the said defendants, The Yazoo & Mississippi Valley Railroad Company and The Illinois Central Railroad Company, for a rejoinder to the 10th replication of the plaintiff to *its* plea, says that it is not true, as in said replication is falsely averred, that the profits of said Louisville, New Orleans & Texas Railway Company were sufficient to enable it to pay the annual dividend of 8% upon the full amount paid or agreed to be paid for its capital stock over and above its current due liabilities for proper debts incurred in and about constructing said road as contemplated by its charter; and *it* further den*ies* that by improper issue of stock, as in said replication is falsely alleged, it has become impracticable to determine accirately when the profits of said company will enable it to pay an annual dividend of 8% upon its proper capital stock; and of this the defendant- puts *itself* upon the country. Wherefore, &c.

MAYES & HARRIS,
Att'ys for Def't.

Rejoinder to 11th Replication.

And the said defendants, The Yazoo & Mississippi Valley Railroad Company and The Illinois Central Railroad Company, comes and for a rejoinder to the eleventh replication to the defendants' said plea, says that it is not true, as in said replication is falsely alleged, that previous to said assessment the said Illinois Central Railroad Company had paid off, by novation, with its own bonds, all the debts and liabilities which said Louisville, New Orleans & Texas Railway Company had incurred in the construction of its road and money borrowed by said company upon its lands or otherwise to be used in constructing the same or paying debts incurred in constructing the same and that its profits enabled it to pay a dividend of 8% on its proper stock; and of this the said defendant- puts *itself* upon the country. Wherefore, &c.

MAYES & HARRIS,
Att'ys for Def't.

93 *Rejoinder to 14th Replication.*

And the said defendants, The Yazoo & Mississippi Valley Railroad Company and The Illinois Central Railroad Company, comes and for a rejoinder to the fourteenth replication of the plaintiff to the said plea of *this* defendant- says that it is not true, as in said replication is falsely alleged, that the Riverside division of said defendants' railway, as described in said declaration, was acquired by said Louisville, New Orleans & Texas Railway Company by purchase or under other charters and is liable to taxation; and, further, defendant- avers that as to the other parts of said railway described in said replication the taxes assessed thereon were fully paid in lawful currency of the United States before the bringing of this suit; and this the defendant- *is* ready to verify. Wherefore, &c.

MAYES & HARRIS,
Atyt'ys for Def't.

Endorsed: Filed January 6, 1895. F. B. Neal, clerk, by W. J. Brown, Jr., D. C.

Motion to Strike Out Rejoinder to 9th Replication.

THE STATE OF MISSISSIPPI,
Hinds County.

Circuit Court, First District.

WIRT ADAMS, State Revenue Agent, Use, &c.,
vs.
YAZOO & MISSISSIPPI VALLEY RAILROAD COMPANY. } 2788.

And now comes the plaintiff and moves the court to strike out the rejoinder of the defendant- to the ninth replication of plaintiff, because:

1st. It is in substance merely a second demurrer where a former demurrer has been overruled and attempting to relitigate the same question.

2nd. It tenders an issue of law and not fact.

3rd. It is no defense to said 9th replication.

CRITZ & BECKETT,
Attorneys for Plaintiff.

Endorsed: Filed January 26, 1895. F. B. Neal, clerk, by W. J. Brown, Jr., D. C.

Issue on Rejoinder to 14th Replication.

THE STATE OF MISSISSIPPI, }
Hinds County. }

Circuit Court, First District.

WIRT ADAMS, State Revenue Agent, Use, &c.,
vs.
THE YAZOO & MISSISSIPPI VALLEY RAILROAD COMPANY *et al.* } 2788.

And now comes the plaintiff and for a surrejoinder to defendants' rejoinder to plaintiff's 14th replication takes issue in short by consent without this, that any part of said Riverside division was or is exempt, even if said part was built or acquired under the charter of said Louisville, New Orleans & Texas Railway Company, and plaintiff denies that as to the other parts of said railway described in said replication the taxes thereon assessed or any part thereof were fully paid in lawful currency of the United States before the bringing of this action; and of this he puts himself upon the country.

CRITS & BECKETT,
Att'ys for Plaintiff.

Endorsed: Filed January 26, 1895. F. B. Neal, clerk, by W. J. Brown, Jr., D. C.

94 *Demurrer to Surrejoinder.*

THE STATE OF MISSISSIPPI, }
Hinds County, First District. }

In the Circuit Court, at the January Term, 1895.

WIRT ADAMS, State Revenue Agent, Use, &c.,
vs.
THE YAZOO & MISSISSIPPI VALLEY RAILROAD COMPANY *et al.* } 2788.

Comes the defendant The Yazoo & Mississippi Valley Railroad Company and for answer to so much of the plaintiff's surrejoinder to the defendant's rejoinder to the fourteenth replication as applie

to the said Riverside division demurs to the same, and for cause of demurrer shows that the said surrejoinder traverses matter not alleged, and also that the said surrejoinder fails to show or set forth in any way the facts which prevent the exemption in the charter of the Louisville, New Orleans & Texas Railway Company from applying to said division of said railway.

Wherefore defendant prays judgment, &c.

MAYES & HARRIS,
Att'ys for Def't.

Endorsed: Filed January 26, 1895. F. B. Neal, clerk, by W. J. Brown, Jr., D. C.

Demurrer to Surrejoinder Overruled.

January Term, 1895.

WIRT ADAMS, State Revenue Agent, Use, &c.,
vs.
YAZOO & MISSISSIPPI VALLEY RAILROAD COMPANY ET AL. } 2788.

JANUARY 28, 1895.

This day came on to be heard the demurrer of the defendant The Yazoo & Mississippi Valley Railroad Company to the surrejoinder to the rejoinder to the fourteenth replication, and the court, being satisfied in the premises, doth consider and adjudge that the said demurrer be, and the same is hereby, overruled; to which action said defendant excepted.

Rejoinder to 9th Replication.

STATE OF MISSISSIPPI,
Hinds County, First District.

In the Circuit Court, to the January Term, 1895.

WIRT ADAMS, State Revenue Agent, Use, &c.,
vs.
YAZOO & MISSISSIPPI VALLEY RAILROAD COMPANY ET AL. } 2788.

And now comes defendants The Yazoo & Mississippi Valley Railroad Company and The Illinois Central Railroad Company and for a rejoinder to the ninth replication of the plaintiff to the defendants' plea says: That it is not true, as in said replication is falsely alleged, that the said Louisville, New Orleans & Texas Railway Company had soon after building said railroad, in 1886, issued interest-bearing bonds secured by mortgage on its said property to the amount stated in said replication, to wit, to the amount of $12,805,000, bearing interest at the rate of four per cent. per annum; $8,731,000, bearing interest at the rate of five per cent. per annum; $9,347,000, bearing interest at the rate of six per cent. per annum, aggregating $30,833,000, or that it sold and disposed of the same to non-residents of this State for cash, and then mixed and confused

the entire proceeds of said bonds into one common fund, or that in consequence thereof it was or is impossible to identify the proceeds of any set of said bonds or of any part thereof, or that from
95 this common mixed fund it paid all of its construction expenses and the divided the proceeds, except what was required to construct said road, among the officers and stockholders of said company, also non-residents of this State, or that none of said bonds or the proceeds thereof are taxable in this State, or that in fact it did not take or require more than about $4,000,000 to construct said road, as contemplated by its charter.

And it denies, further, that the said Louisville, New Orleans & Texas Railroad Company so mixed and mingled its liabilities for money used in constructing said road and for money to divide out amongst its officers and stockholders, as falsely alleged, as aforesaid, or that it became or was or is impossible to appropriate the taxes to the liabilities contemplated in said charter, or to tell what rate of interest the construction debt bears, or to make a true affidavit as in said charter required, or that thereby or by reason thereof said pretended exemption was waived; and of this the said defendant puts itself upon the country.

Wherefore, &c. MAYES & HARRIS, *Att'ys.*

Endorsed: Filed February 27, 1895. F. B. Neal, clerk, by W. J. Brown, Jr., D. C.

Notice to Produce Documents.

THE STATE OF MISSISSIPPI,
County of Hinds.

Circuit Court, January Term, 1896.

WIRT ADAMS, State Revenue Agent, Use, &c., Plaintiff, *vs.* YAZOO & MISSISSIPPI VALLEY RAILROAD Company *et al.*, Def't-.	2788.	Consolidated Case.

To The Yazoo & Mississippi Valley Railroad Company and The Illinois Central Railroad Company, defendants, or Messrs. Mayes & Harris, their attorneys of record:

You are hereby notified to produce in court, upon the trial of the above-stated case, the following written or printed documents, and in case you fail to produce the same secondary evidence will be introduced upon said trial to prove the matters contained in said written or printed documents, to wit:

1st. All the contracts between the Louisville, New Orleans and Texas Railway Company with contractors for earth-work, trestling, culverts, waterways, bridges, cattle-guards, and any and all other kinds of wood-work, timber, lumber, and materials in the construction of said company's railroad, branches, switches, and side tracks

in the State of Mississippi, on which suit is brought for taxes in said case.

2nd. All the final estimates of the engineers of said Louisville, New Orleans & Texas Railway Company, showing amount and cost of all said earth-work, trestlings, culverts, waterways, cattle-guards, bridges, and all other work, timber, lumber, and materials done, furnished, or used in the original construction of said company's said railroad, branches, switches, and side tracks in the State of Mississippi, for the taxes on which said suit is brought.

3rd. The receipts showing all the money or other things paid out by said Louisville, New Orleans & Texas Railway Company for or on account of said earth-work, trestling, culverts, waterways, cattle-guards, bridges, and all other work, timber, and materials of every kind done, furnished, or used in said original construction of said railroad, branches, switches, and side tracks.

4th. All the contracts of said company for cross-ties used in the original construction of its said railroad, branches, switches, and side tracks.

5th. Said engineers' final estimates, showing the number and cost of said cross-ties so used.

6th. All contracts of said company for steel or iron rails, bolts, spikes, frogs, nails, fish-bars, and all other iron or steel material used in the construction of said railroad, branches, switches, and side tracks.

7th. The final estimates of said company's engineers, show-
96 ing all said rails, bolts, spikes, nails, fish-bars, and other iron or steel material so used and the cost of the same.

7th. Receipts showing all the money or other thing or things paid out by said company for said cross-ties, rails, bolts, spikes, frogs, nails, fish-bars, and other material.

8th. All contracts of said company for putting down the cross-ties and laying the track upon its said railroad, branches, switches, and side tracks.

9th. The final estimates of the engineers, showing the cost of putting said cross-ties and laying said track.

10th. Receipts showing all the money or things paid out for putting down said cross-ties or laying said track.

11th. All contracts of said company for the purchase of engines, freight and passenger cars, and other rolling stock for its entire railroad, branches, switches, yards, side tracks in Tennessee, Mississippi, and Louisiana, including only what it took to supply said railroad, branches, switches, and side tracks one time, not including any renewals.

12th. Receipts showing all money or other thing or things paid out by said company for such engines and other rolling stock.

13th. Contracts of said company for the building of all its depots, turning tables, water tanks, and platforms in Mississippi, and all material used therein, but not including contracts for any renewals thereof.

14th. Receipts showing all the money paid out by said company for such depots, turning tables, water tanks, and platforms, and all

other materials used therein, and for all pumps for said water tanks, but including no receipts for money paid out for renewals.

15th. All books, either written or printed, into which the final estimates of said company's engineers are entered or copied, showing the amount of earth-work, wood-work, iron or steel work, and materials of all kinds done or used in the construction of said railroad, branches, side tracks, and switches in Mississippi.

16th. All quarterly, semi-annual, an- annual reports of said Louisville, New Orleans and Texas Railway Company, of said Yazoo & Mississippi Valley Railroad Company, and of said Illinois Central Railroad Company as to the gross earnings and the net earnings of said Louisville, New Orleans & Texas railroad in the States of Tennessee, Mississippi, and Louisiana, including all its branches, and as to the separate gross earnings and net earnings of said railroad and all its branches in Mississippi for the years 1891, 1892, 1893, and 1894—that is to say, all the quarterly, semi-annual, and annual reports of the gross earnings of the entire railroad and all its branches for said years, and all the quarterly, semi-annual, and annual reports of the net earnings of said railroad and all its branches for said years, and all the quarterly, semi-annual, and annual reports of the gross earnings of said railroad and all its branches in Mississippi, and all the quarterly, semi-annual, and annual reports of the net earnings of said railroad and all its branches in Mississippi for said years.

17th. All stock books or other books, records, writings, or papers showing the original issuance of shares of stock, and to whom each share was issued, in said Louisville, New Orleans & Texas Railway Company and in the consolidated Yazoo & Mississippi Valley Railroad Company, and the books, records, writings, and papers showing the amount paid for each of said shares and by whom paid.

18. All books, papers, writings, or records showing any donations of right of way, lands, bonds, or mouey or other property to said Louisville, New Orleans & Texas Railway Company by individuals, corporations, municipalities, State or counties, and all deeds for right of way and depot grounds of said company.

19th. All written or printed books, papers, records, or other documents of any kind whatever, showing the entire original cost of said railway and all of its branches, and showing the entire original cost of all of said railway and its branches in the State of Mississippi, including depots, depot grounds, water tanks, turning tables, side tracks, switches, and platforms, but not including rolling stock.

20th. All written or printed books, papers, or records or other documents of any kind whatever, showing the cost of the purchase or lease of rolling stock for the original equipment of said
97 railway and all its branches, and for said railway and all its branches in Mississippi.

CRITZ & BECKETT,
Attorneys for Plaintiff.

To the sheriff of Hinds county to execute and return this Dec. 20, 1895.

F. B. NEAL,
Circuit Clerk.

Endorsed: Received December 20, 1895. R. J. Harding, sh'ff. Executed on The Yazoo & Mississippi Valley Railroad Company and The Illinois Central Railroad Company, defendants, by handing to E. Mayes, of the firm of Mayes & Harris, their attorneys of record, a true copy of this writ Dec. 21st, 1895. R. J. Harding, sheriff, by L. F. Chiles, D. S. Filed December 20, 1895. F. B. Neal, clerk.

Notice to Produce Documents.

THE STATE OF MISSISSIPPI, *Hinds County.*

Circuit Court.

WIRT ADAMS, State Revenue Agent, Use, &c., Plaintiff,
vs.
THE YAZOO & MISSISSIPPI VALLEY AND ILLINOIS CENTRAL Railroad Companies, Defendants. } 2788.

To said defendants or Messrs. Mayes & Harris, their attorneys of record:

You are hereby notified to produce on the trial of the above consolidated cause in the circuit court, at Jackson, Miss., the following documents and writings, and in default thereof the plaintiff will offer secondary evidence on the subjects therein contained:

1st. All books, papers, writings, deeds, and documents showing the grants and titles to and for and of the former Louisville, New Orleans & Texas Railway Company to lands and real estate in Mississippi in addition to the titles for right of way.

2nd. All books, papers, writings, documents, lists, and receipts showing the sales and receipts and amounts paid and unpaid and contracts of lease for any of said lands by or for the said Louisville, New Orleans & Texas Railway Company and Yazoo & Mississippi Valley Railroad Company.

CRITZ & BECKETT,
Attorneys for Plaintiff.

Endorsed: Received Dec. 24th, 1895. R. J. Harding, sh'ff. Executed by handing to Mess-. Mayes & Harris a true copy of this writ Dec 26th, 1895. R. J. Harding, sheriff, by L. F. Chiles, D. S. Filed December 23, 1895. F. B. Neal, clerk, by W. J. Brown, Jr., D. C.

Notice to Produce Documents.

THE STATE OF MISSISSIPPI, *Hinds County.*

Circuit Court, First District.

WIRT ADAMS, State Revenue Agent, *vs.* YAZOO & MISSISSIPPI VALLEY RAILROAD Company *et al.* — 2788. Consolidated Case.

To the Yazoo & Mississippi Valley and Illinois Central Railroad Companies or their attorneys of record, Messrs. Mayes & Harris:

You are hereby notified to produce on the trial of this
98 cause, at the January term, 1896, of said court, on Tuesday, January 14th, 1896, and thereafter, the following books, letters, minutes, documents, and papers, or the copies thereof, which are in the possession of said attorneys, Messrs. Mayes & Harris, and exhibited to us in the year 1895, or the plaintiff will introduce secondary evidence thereof and the matters therein contained or evidenced.

1. Supplemental trust deed of April 15, 1895, of the said Y. & M. V. R. R. Co. to mortgage of the L., N. O. & T. R'y Co. of Aug 26th, 1886.

2. Minutes or list of stockholders of the Yazoo & Mississippi Valley R. R. Co. on March 21st, 1884, marked Exhibit 4 in said copies.

3. Lease of the Yazoo & Mississippi Valley R. R. Co. to Illinois Central Railroad Co. of March 31st, 1888, marked Exhibit 3 in said copies.

4. Letter-book copy of stockholders of the L., N. O. & T. R. R. Co., marked in pencil No. 5, in answ*r*e to question 5, showing 48,242 shares.

5. Officers of the L., N. O. & T. R. R. Co., letter-book copy, pencil mark No. 12, answ*r*e to question 12.

6. Letter-book copy of stockholders of L., N. O. & T. R'y Co., marked Exhibit 7, in answer to question 16, showing 48,242 shares.

7. Letter-book copy of officers of Illinois Central Railroad Company from June 1st to October 25th, 1892, marked in pencil No. 9, in answer to question 9.

8. Officers of Illinois Central Railroad Company, letter-book copy, marked in pencil 10.

9. Order of Mississippi Valley Company of Oct. 14, 1892, to its president to buy 50,000 shares of the L., N. O. & T. R'y Co., marked Exhibit 6 in the copies.

10. List of stockholders of the Y. & M. V. R. R. Co. on Oct. 24, 1892, marked in pencil 6.

11. Articles of consolidation of the Y. & M. V. R. R. Co. with L., N. O. & T. R'y Co. on Oct. 24, 1892.

12. Letter-book copy with the words "purchased Oct. 29, 1892, $43,141 shares from the following persons," &c., meaning shares of the L., N. O. & T. R'y Co., marked in pencil No. 3, answer to question 3.

13. Code of rules of Y. & M. V. R. R. Co. adopted Jan'y 5, 1893.

14. Minutes of directors' meeting of March 3rd, 1893, of Y. & M. V. R. R. Co.

15. Minutes of directors' meeting of April 13, 1893, of Y. & M. V. R. R. Co.

16. Letter from secretary of Y. & M. V. R. R. Co. in May, 1893, sending Maj. J. M. Edwards list of the stockholders for meeting of May 17, 1893.

17. Minutes of stockholders' meeting of Y. & M. V. R. R. Co. on May 25, 1893.

18. Minutes of directors' meeting of Y. & M. V. R. R. Co. on June 21st, 1893.

18½. Minutes of stockholders' meeting of Y. & M. V. R. R. Co. on Aug. 1st, 1893.

19. Minutes of directors' meeting of Sept. 20, 1893, of the Y. & M. V. R. R. Co.

20. Minutes of stockholders' meeting of Y. & M. V. R. R. Co. of Oct. 4, 1893.

99 21. Minutes of directors' meeting of Oct. 18, 1893, of Y. & M. V. R. R. Co.

22. Minutes of directors' meeting of Dec. 20th, 1893, of Y. & M. V. R. R. Co.

23. List of stockholders of I. C. R. R. Co. on Oct. 24, 1892, marked in pencil 7.

24. Charter and supplemental charter of the Miss. Valley Co. of April 2nd, 1872.

25. I. C. R. R. Co. trust deed of Sept. 1st, 1892.

26. Trust deed of Y. & M. V. R. R. Co. of April 4th, 1893.

27. List of stockholders and number of shares held by each in Oct., 1892, in Miss. Valley Co.

28. List of directors and officers of the Miss. Valley Co. in Oct., 1892.

You can either produce the original books, letters, entries, and minutes or the copies thereof in the possession of said attorneys, Messrs. Mayes & Harris.

CRITZ & BECKETT,
Att'ys for Plaintiff.

Endorsed: Received January 8th, 1896. R. J. Harding, sheriff, by L. F. Chiles, D. S. Executed personally on the Y. & M. V. R. R. Co. by handing to J. B. Harris, of the firm of Mayes & Harris, their attorneys, a copy hereof this January 8, 1896. W. T. Ratliff, sheriff, by L. F. Chiles, D. S. Filed January 9, 1896. F. B. Neal, clerk, by W. J. Brown, Jr., D. C.

Declaration and Exhibits in No. 3018.

THE STATE OF MISSISSIPPI,
Hinds County.

Circuit Court, First District.

WIRT ADAMS, State Revenue Agent, for the Use of THE STATE of Mississippi *et al.*, Plaintiff,
vs.
THE YAZOO & MISSISSIPPI VALLEY RAILROAD COMMPANY ET AL., Defendants.

Now comes the plaintiff, Wirt Adams, State revenue agent, who sues for the use of The State of Mississippi and of the counties therein of De Soto, Tunica, Coahoma, Bolivar, Washington, Sharkey, Issaquena, Warren, Claiborne, Jefferson, Franklin, Amite, Wilkinson, Tallahatchie, and Leflore and of the municipalities or towns of Tunica, in said Tunica county; Lula, Coahoma, Clarksdale, Jonestown, Friars Point, in said Coahoma county; Shelby, Cleveland, Shaw, Rosedale, Gunnison, in said Bolivar county; Leland, Hollandale, Greenville, in said Washington county; Rolling Fork, in said Sharkey county; Vicksburg, in said Warren county; Port Gibson, Russum, in said Claiborne county; Harriston, in said Jefferson county; Hamburg, Roxie, Knoxville, in said Franklin county; Gloster, in said Amite county; Centerville, in said Wilkinson county, under and by virtue of the statutes in such cases made and provided, and complains of the defendants, the said Yazoo & Mississippi Valley Railroad Company, a corporation organized and chartered under the laws of said State, and of The Illinois Central Railroad Company, a foreign corporation chartered and organized under the laws of the State of Illinois, and both having a part of their lines of railway, depots, and agents in said first district of Hinds county, in an action of debt on the statute in such cases made and provided—

For that whereas in the month of October, 1892, the railroads and property of the Louisville, New Orleans & Texas Railway Company, a corporation chartered and organized under the
100 laws of said State of Mississippi, became the property of said defendants and has since been owned by them and was duly assessed for State, county, and municipal taxation for the year 1895 in said State of Mississippi, under and in accordance with its laws, by its Mississippi railroad commission as State railroad assessors, after objections heard and considered, and was also by said railroad commission duly classified for privilege taxation under said laws for said year, the main line being classified as first class and the Riverside division as second class, the Helena branch as third class, and the Tallahatchie branch as third class, and the said assessment-rolls were duly sent to the clerks of the boards of supervisors of said several counties and by them filed, as required by law, and the said assessments were as follows:

For the said main line:

In De Soto county	$164,427
In Tunica county	376,639
In Coahoma county	392,081
In Bolivar county	562,743
In Washington county	416,866
In Sharkey county	420,471
In Issaquena county	82,214
In Warren county	571,538
In Claiborne county	256,986
In Jefferson county	250,408
In Franklin county	270,927
In Amite county	208,850
In Wilkinson county	142,615

For the Riverside division:

In Coahoma county	262,135
In Bolivar county	450,099 + 84,920 = 535,019
In Washington county	19,590 + 460,627 = 480,217
In Issaquena county	50,497
In Sharkey county	23,824

For the Helena branch:

In Coahoma county, east of main line	73,169
West of main line	51,945

For the Tallahatchie branch:

In Coahoma county	88,124
In Tallahatchie county	129,933
In Leflore county	33,531

For the said towns:

In Tunica	8,240
In Lula	14,460
In Coahoma	14,830
In Clarksdale	15,680
In Jonestown	3,738
In Friars Point	10,175
In Shelby	14,345
In Cleveland	20,967
In Shaw	7,420
In Rosedale	6,450
In Gunnison	10,267
In Leland	29,515
In Hollandale	8,830
In Rolling Fork	
In Vicksburg	150,134
In Port Gibson	17,928
In Russum	9,144

In Harriston	11,657
In Hamburg	14,524
In Roxie	15,241
In Knoxville	
In Gloster	15,469
In Centerville	10,320
Greenville	23,722

101 And whereas the levy of State taxes for said year was five mills on the dollar's valuation of property;

And whereas the privilege taxes for said year *was* $20 per mile for 1st class, $15.00 for second class, and $10.00 for third class railroads per mile;

And whereas the boards of supervisors of said several counties did for said year duly levy county taxes on said railroads and all the taxable property within their respective counties as follows:

In De Soto county	5 mills;
In Tunica county	7½ mills;
In Coahoma county	7 mills;
In Bolivar county	17½ mills;
In Washington county	5 mills;
In Sharkey county	6 mills;
In Issaquena county	3½ mills;
In Warren county	12 mills;
In Claiborne county	8 mills;
In Jefferson county	8½ mills;
In Franklin county	9 mills;
In Amite county	3¼ mills;
In Wilkinson county	6½ mills;
In Tallahatchie county	6 mills;
In Leflore county	6 mills;

on the dollar's worth of taxable property;

And whereas the municipal or town taxes for said year duly levied were:

In Tunica	3½ mills.
In Lula	— mills.
In Coahoma	— mills.
In Clarksdale	10 mills.
In Jonestown	— mills.
In Friars Point	— mills.
In Shelby	— mills.
In Cleveland	— mills.
In Shaw	— mills.
In Rosedale	— mills.
In Gunnison	— mills.
In Leland	— mills.
In Hollandale	— mills.
In Rolling Fork	— mills.
In Vicksburg	20 mills.
In Port Gibson	— mills.

In Russum..... — mills.
In Harriston..... — mills.
In Hamburg..... — mills.
In Roxie..... 2 mills.
In Knoxville..... — mills.
In Gloster..... — mills.
In Centerville..... — mills.

And whereas the mileage of said railroads in said respective counties was as follows:

For the main line and main track:

In De Soto county...	12.863 miles.
In Tunica county.....	30.623 miles.
In Coahoma county.....	30.234 miles.
In Bolivar county.....	44.322 miles.
In Washington county.....	32.173 miles.
In Sharkey county.....	33.527 miles.
In Issaquena county.....	6.645 miles.
In Warren county.....	33.768 miles.
In Claiborne county.....	20.373 miles.
In Jefferson county.....	19.837 miles.
In Franklin county.....	21.752 miles.
In Amite county.....	16.577 miles.
In Wilkinson county.....	10.826 miles.

102 For the Riverside division, main track:

In Coahoma county.....		27.713 miles.
In Bolivar county.....	8.883 and	47.891 miles.
In Washington county.....	47.999 and	2.175 miles.
In Issaquena county.....		5.460 miles.
In Sharkey county.....		2.615 miles.

For the Helena branch, main track:

In Coahoma county.....	11.906 & 8.336	20.242 miles.

For the Tallahatchie branch, main track:

In Coahoma county.....	14.109 miles.
In Tallahatchie county.....	20.445 miles.
In Leflore county.....	5.045 miles.

And whereas the said Yazoo & Mississippi Valley and Illinois Central Railroad Companies became and are liable to pay all taxes duly assessed on said railroads and property, whereby and by force of the statute in such cases made and provided the said Yazoo & Mississippi Valley and Illinois Central Railroad Companies became and are indebted to the said State of Mississippi and to said several counties and towns respectively for current and privilege taxes as follows:

In De Soto county:

Privilege tax	$257.26
State tax	822.13
County tax	822.13

In Tunica county:

Privilege tax	612.46
State tax	1,883.19
County tax	2,824.78

In Coahoma county:

Privilege tax	604.08
State tax	1,960.40
County tax	2,744.56

In Bolivar county:

Privilege tax	886.44
State tax	2,813.17
County tax	9,848.03

In Washington county:

Privilege tax	643.46
State tax	2,084.33
County tax	2,084.33

In Sharkey county:

Privilege tax	670.54
State tax	2,102.75
County tax	2,523.22

In Issaquena county:

Privilege tax	132.90
State tax	411.07
County tax	287.74

In Warren county:

Privilege tax	715.36
State tax	2,857.69
County tax	6,858.45

103 In Claiborne county:

Privilege tax	407.56
State tax	1,284.93
County tax	2,055.88

In Jefferson county:

Privilege tax	396.74
State tax	1,252.04
County tax	2,128.46

In Franklin county:

Privilege tax	435.04
State tax	1,354.63
County tax	2,438.34

In Amite county:

Privilege tax	331.54
State tax	1,044.25
County tax	678.76

In Wilkinson county:

Privilege tax	216.52
State tax	713.07
County tax	926.99

For the Helena branch.

In Coahoma county:

Privilege tax, 83.36 and 119.06	202.42
State tax, 259.72 and 365.84	625.56
County tax, 363.61 and 512.18	875.79

For the Tallahatchie branch.

In Coahoma county:

Privilege tax	141.09
State tax	440.62
County tax	574.86

In Tallahatchie county:

Privilege tax	204.45
State tax	649.66
County tax	839.59

In Leflore county:

Privilege tax	50.45
State tax	167.65
County tax	184.35

For the Riverside division.

In Coahoma county:

Privilege tax	415.69
State tax	1,310.67
County tax	1,834.94

In Bolivar county:

Privilege tax, 718.36 & 133.24	851.60
State tax, 2,250.45 & 424.60	2,675.05
County tax, 7,876.73 & 1,486.10	9,362.83

In Washington county:	
Privilege tax, 32.62 & 719.98	752.60
State tax, 97.95 & 2,303.13	2,401.08
County tax, 97.95 & 2,303.13	2,401.08
In Issaquena county:	
Privilege tax	81.90
State tax	252.48
County tax	176.73
104 In Sharkey county:	
Privilege tax	$39.22
State tax	119.12
County tax	142.94
And municipal taxes as follows:	
In Tunica	28.84
In Lula	
In Coahoma	
In Clarksdale	156.80
In Jonestown	
In Friars Point	
In Shelby	
In Cleveland	
In Shaw	
In Rosedale	
In Gunnison	
In Leland	
In Hollandale	
In Rolling Fork	
In Vicksburg	3,002.68
In Port Gibson	
In Russum	
In Harriston	
In Hamburg	
In Roxie	30.48
In Knoxville	
In Gloster	
In Centerville	

And the plaintiff in fact avers that all the railroads on which the taxes are herein sued for had the first rails laid more than three years before January 1st, 1890, and although the said defendants were and are still indebted to said State of Mississippi and to the said several counties and towns in said several amounts, aggregating a large sum of money, to wit, $—, and although said several amounts are due and delinquent and have been duly demanded, yet said defendants have each and both hitherto failed and refused and still fail and refuse to pay the same or any part or parcel thereof, to plaintiff's damage $150,000.00, and hence he sues for the uses aforesaid, and files a copy of said assessment-roll as Exhibit "A" to this

declaration and asks that the same be made a part thereof, and, as by the statute in such cases made and required, he makes parties to this suit the Honorables J. F. Sessions, of Lincoln county; Walter McLaurin, of Warren county, and J. H. Askew, of Oktibbeha county, constituting said railroad commission and State railroad assessors, and W. H. Rollins, T. O. King, R. N. Harris, G. P. Melchoir, William Griffin, H. J. Wright, A. N. Smith, J. M. A. Brennan, Chas. Kennard, L. W. Caradine, R. S. Butler, D. M. Butler, C. H. Neyland, C. H. Fonda, J. L. Sullivan, sheriffs and tax collectors of said De Soto, Tunica, Coahoma, Bolivar, Washington, Sharkey, Issaquena, Warren, Claiborne, Jefferson, Franklin, Amite, Wilkinson, Tallahatchie, and Leflore counties respectively, under sec. 4200 of the Annotated Code of Mississippi, and asks that they and said defendant railroad companies be summoned, &c.

CRITZ & BECKETT,
Attorneys for Plaintiff.

Endorsed: Filed January 1st, 1896, and summons issued to Hinds, Lincoln, Warren, Oktibbeha, De Soto, Tunica, Coahoma, Bolivar, Sharkey, Issaquena, Washington, Claiborne, Jefferson, Franklin, Amite, Wilkinson, Tallahatchie, and Leflore counties. F. B. Neal, clerk, by W. J. Brown, Jr., D. C.

105 *Order of Consolidation.*

July term, 1896.

JULY 21ST, 1896.

WIRT ADAMS, State Revenue Agent, Use, &c.,
vs.
THE YAZOO & MISSISSIPPI VALLEY RAILROAD COMPANY *et al.* } 2788, 2916, & 3018.

By consent of parties, these cases are consolidated, and it is ordered that all the orders, proceedings, and pleadings in one shall be applicable to all, with the proper changes in dates and amounts, for the years 1892, 1893, 1894, and 1895. This order is made to save the expense and inconvenience of seperate pleadings in each case and is not to be construed to the prejudice of either party, and all objections and exceptions are reserved which *which* could be reserved if said orders, proceedings, and pleadings were all seperate.

Issue Joined.

July term, 1896.

JULY 22, 1896.

WIRT ADAMS, State Revenue Agent, Use, &c.,
vs.
THE YAZOO & MISSISSIPPI VALLEY RAILROAD COMPANY ET AL. } 2788.

Came the parties, by their attorneys; and, issue being joined, came a jury of good and lawful men, to wit, E. B. Pool and eleven

others, who were duly elected, empaneled, and sworn. The plaintiff having submitted his evidence to the jury and rested the case, the defendants move to exclude the plaintiff's testimony; which motion the court overruled. The defendant excepted to the action of the court in overruling said motion, and his exception was allowed. The further consideration of this cause was then postponed until tomorrow morning.

JULY 23RD, 1896.

WIRT ADAMS, State Revenue Agent, Use, &c.,
vs.
THE YAZOO & MISSISSIPPI VALLEY RAILROAD COMPANY ET AL. } 2788.

Came the parties, by their attorneys; and thereupon came the jury heretofore empaneled in this cause; and having heard more testimony, the further consideration hereof was postponed until tomorrow morning.

JULY 24TH, 1896.

WIRT ADAMS, State Revenue Agent, Use, &c.,
vs.
THE YAZOO & MISSISSIPPI VALLEY RAILROAD COMPANY ET AL. } 2788.

Came the parties, by their attorneys; and thereupon came the jury heretofore empaneled in this cause; and, having heard more of the testimony, the further consideration thereof was postponed until tomorrow morning.

Dismissal as to Helena Branch, &c.

JULY 25TH, 1896.

WIRT ADAMS, State Revenue Agent, Use, &c.,
vs.
THE YAZOO & MISSISSIPPI VALLEY RAILROAD COMPANY ET AL. } 2788.

This day came on to be heard this consolidated cause, and
106 the plaintiff dismisses as to what is denominated on the assessment-rolls as the Helena branch and the Riverside division, special charter, and Bayou Sara division.

Judgment.

WIRT ADAMS, State Revenue Agent, Use, &c.,
vs.
THE YAZOO & MISSISSIPPI VALLEY RAILROAD COMPANY ET AL. } 2788.

Came the parties, by their attorneys, and thereupon came the jury heretofore empaneled, to wit, E. B. Pool and eleven others, and the evidence being concluded and the jury, having heard the argument of counsel, retired under the instructions of the court to consider of their verdict, and presently returned into court and say: We, the jury, find for the plaintiff for the year 1895 as follows: For the use of the State of Mississippi, in De Soto county, State tax,

$822.13; privilege tax, $257.26, and for use of said De Soto county, $822.13. In Tunica county, for use of said State, $1,883.19; privilege tax, $612.46, and for use of said Tunica county, $2,824.78. In Coahoma county, for use of said State, $3,711.69; privilege tax, $1,161.46, and for use of said Coahoma county, $5,154.36. In Bolivar county, for the use of said State, $5,014.16; privilege tax, $1,604.86; for use of said Bolivar county, $17,724.76. In Washington county, for use of said State, $2,182.28; privilege tax, $676.08; for use of said Washington county, $2,182.28. In Sharkey county, for the use of said State, $2,221.87; privilege tax, $709.76; for use of said county of Sharkey, $2,666.16. In Issaquena county, for use of said State, $663.55; privilege tax, $214.80, and for use of said Issaquena county, $464.47. In Warren county, for use of said State, $2,857.69; privilege tax, $715.36, and for the use of said Warren county, $6,858.45. In Claiborne county, for the use of said State, $1,284.93; privilege tax, $407.56, and for the use of said Claiborne county, $2,055.88. In Jefferson county, for the use of said State, $1,252.04; privilege tax, $396.74, and for the use of said Jefferson county, $2,128.46. In Franklin county, for the use of said State, $1,354.63; privilege tax, 453.04, and for the use of said Franklin county, $2,438.34.

In Amite county, for the use of said State, 1,044.25; privilege tax, $331.54, and for the use of said Amite county, $678.76. In Wilkinson county, for the use of said State, $713.07; privilege tax, $216.52, and for the use of said Wilkinson county, $926.99. In Tallahatchie county, for the use of said State, $649.66; privilege tax, $304.45, and for the use of said Tallahatchie county, $839.59. In Leflore county, for the use of said State, $167.65; privilege tax, $50.45, and for the use of said Leflore county, $184.35, and for the use of said towns of Tunica, $28.84; Clarksdale, $156.80; Vicksburg, $3,002.68; Roxie, $30.48, with interest, at the rate of six per cent. per annum, from December 15, 1895; and the jury find for the defendants for the years 1892, 1893, and 1894. It is therefore considered by the court, and so ordered and adjudged, that the plaintiff, for uses aforesaid, do have and recover of defendants, The Yazoo & Mississippi Valley Railroad Company and The Illinois Central Railroad Company, the said several sums of money, amounting in the aggregate to the sum of $84,985.63, with interest on each of said several sums at the rate of six per cent. per annum from the 15th day of December, 1895, aggregating the sum of $3,144.45, together with the cost of this suit, to be taxed, for all of which execution may issue, and as to the years 1892, 1893, and 1894 it is ordered that the defendants go hence without day.

107 *Plaintiff's Instructions Given.*

STATE OF MISSISSIPPI,
Hinds County.

Circuit Court, First District.

WIRT ADAMS, State Revenue Agent, Use, etc., Plaintiff,
v.
YAZOO & MISSISSIPPI VALLEY R. R. CO. ET AL., Defendant.

17th. An exemption from taxation to be allowed must be claimed and established by the defendant, and if the jury believe from the evidence that the property on which the taxes are sought to be recovered in this case was and is the property of the consolidated Yazoo & Mississippi Valley Railroad Company, and that the taxes therein were duly assessed by the Mississippi railroad commission, acting as State railroad assessors, and are unpaid in money, they will find for the plaintiff, unless they further believe from the evidence that the exemption claimed by the said railroad company has been established on the terms and conditions and in the manner prescribed by the charters and laws under which the consolidation occurred.

Given.

F. B. NEAL, *Clerk*,
By W. J. BROWN, JR., *D. C.*

18th. The court charges the jury that neither the Memphis & Vicksburg Railroad Company, nor the New Orleans, Baton Rouge, Vicksburg & Memphis Short Line Railroad Co., nor the Louisville, New Orleans & Texas Railway Co. was authorized under their charters to dispose of the capital stock at less than the par or face value thereof, and in calculating whether the said Louisville, New Orleans & Texas Railway Co. or said consolidated Yazoo & Mississippi Valley Railroad Co. earned sufficient profits to enable it to declare and pay an annual dividend of eight per cent. on its capital stock over and above the payment of its debts and liabilities as defined
108 and specified in its charter the jury will deduct from such debts and liabilities the amount shown to have been paid in for capital stock, and they will disregard and omit from the right to dividends all stock which is not shown to have deen paid for at its face or par value.

Given.

F. B. NEAL, *Clerk*,
By W. J. BROWN, JR., *D. C.*

19th. If the jury believe from the evidence that the Louisville, New Orleans & Texas Railway Co. issued three series of bonds substantially as follows: One series for about $13,805,000, bearing interest at the rate of four per cent.; one series for about $8,731,000, bearing interest at the rate of five per cent., and one series for

about $8,347,000, bearing interest at the rate of six per cent., and that it did not take or require said aggregate sum of $30,883,000 to construct said railroad and branches which were constructed, then it devolves on the defendant The Yazoo & Mississippi Valley Railroad Co. to separate the money used for the construction of said railroads from the money used for other purposes and to identify and show in what bonds or series of bonds and to what extent it is embraced in them, or any claim of exemption will be considered as waived and surrendered, and unless the jury are able to make this separation and identification from the evidence before them, they will find for the plaintiff.

Given.

F. B. NEAL, *Clerk*,
By W. J. BROWN, JR., *D. C.*

20th. The cost of construction of the said Louisville, New Orleans & Texas railroad and the annual profits from operating the same being matters peculiarly within the knowledge or means of knowledge of the defendant The Yazoo & Mississippi Valley Railroad Co., it devolves on it to make such a plain and full
109 showing of the same as will enable the jury to determine definitely and satisfactorily whether its annual profits for each of the years 1892, 1893, 1894, and 1895 have enabled it to declare and pay an annual dividend of eight per cent. on its proper capital stock over and above the payment of its debts and liabilities as defined and specified in its charter, and the jury will find for the plaintiff for all and each of said years where such showing is not made by it or does not otherwise appear from the evidence.

Given.

F. B. NEAL, *Clerk*,
By W. J. BROWN, JR., *D. C.*

20½. The law required of the Louisville, New Orleans & Texas Railway Co., in order to acquire and preserve its exemption, that it should act in good faith with the State; and if the jury believe from the evidence that said Louisville, New Orleans & Texas Railway Co. and the Financial Improvement Company, which constructed its railroad, were composed of the same persons, then the jury may go behind the contracts made between them to find the reasonable cost of constructing said railroad, and if they believe from the evidence that the construction debts so contracted were unreasonable and exorbitant they may allow in their calculations as construction debts such amounts as they believe from the evidence to be reasonable and just.

Given.

F. B. NEAL, *Clerk*,
By W. J. BROWN, JR., *D. C.*

21st. If the jury believe from the evidence that the Louisville, New Orleans & Texas Railway Co. purchased other railroads or built railroads under other charters which were not exempt from

taxation, and that such other railroads were so joined onto the railroads built under the charters as to make the traffic continuous, so that they and the defendant The Yazoo & Mississippi Valley
110 Railroad Co. were unable to separate and distinguish the respective profits of each, then any claim of exemption will be considered as waived and surrendered and the jury will find for the plaintiff.

Given.

F. B. NEAL, *Clerk*,
By W. J. BROWN, JR., *D. C.*

22nd. If the jury believe from the evidence that the defendant The Illinois Central Railroad Co. paid off the debts and liabilities and bonds of the Louisville, New Orleans & Texas Railway Co. with its own bonds, and that the profits of said defendant, The Yazoo & Mississippi Valley Railroad, on the former property of said Louisville, New Orleans & Texas Railway Co. have since been sufficient to enable it to declare and pay an annual dividend of eight per cent. on the proper capital stock of the Louisville, New Orleans & Texas Railway Co., they will find for the plaintiff for the years in which such facts existed of the years 1892, 1893, 1894, and 1895.

Given.

F. B. NEAL, *Clerk*,
By W. J. BROWN, JR., *D. C.*

22½. If the jury believe from the evidence that the profits of the Yazoo & Mississippi Valley R. R. Co. on that part of its line formerly owned by the Louisville, New Orleans & Texas Railway Co. have been sufficient to enable it to declare an annual dividend of eight per cent. on its proper capital stock over and above the payment of its debts and liabilities, as defined in its charter, for either of the years 1892, 1893, 1894, or 1895, then the appropriation of taxes ceased and was not revived ever, though they may believe from the evidence that such profits were not sufficient in some subsequent year.

Given.

F. B. NEAL, *Clerk*,
By W. J. BROWN, JR., *D. C.*

111 23rd. If the jury believe from the evidence that on or since the consolidation of the Louisville, New Orleans & Texas Railway Co. with the Yazoo & Mississippi Valley R. R. Co. on or about Oct. 24th, 1892, the respective capital stocks of the two companies have been so merged or united into one, and that new stock has been issued by said Yazoo & Mississippi Valley R. R. Co. since the consolidation, so that the former stocks of said Louisville, New Orleans & Texas Railway Co. has lost its identity and cannot be separated or distinguished and no dividend can be declared thereon, then such stock must be disregarded in determining whether the profits of said railroad have enabled it to declare and pay an annual dividend of eight per cent. on its proper capital stock after the

payment of its debts and liabilities, as defined and specified in the charter of the Louisville, New Orleans & Texas Railway Co. for the years after such new stock was issued.

Given.

F. B. NEAL, *Clerk*,
By W. J. BROWN, JR., *D. C.*

24th. If the jury believe from the evidence that the defendant The Illinois Central R. R. Co., a foreign corporation, operating a railroad from Memphis, Tennessee, to New Orleans, Louisiana, through this State, through its officers, and ownership of the stock of the Louisville, New Orleans & Texas Railway Co. and of the ownership of the stock of the consolidated Yazoo & Mississippi Valley Railroad Co. previous to and on and since Oct. 24th, 1892, acquired and has kept control of said consolidated Yazoo & Mississippi Valley Railroad Co., and that said former Louisville, New Orleans & Texas railroad and said Illinois Central railroad, from Memphis to New Orleans through this State, were and are competing and virtually parallel lines, so that said Illinois Central railroad was and is enabled to divert the through and part of the
112 local traffic from said Louisville, New Orleans & Texas railroad to its line at will, and thus increase or diminish the profits and the traffic over the line of said Louisville, New Orleans & Texas railroad at will, then, unless it affirmatively appears to the satisfaction of the jury, from the evidence, that the legitimate traffic and profits of said Louisville, New Orleans & Texas railroad would not have enabled it to declare and pay a dividend of eight per cent. on its capital stock after payment of debts and liabilities, defined and specified in its charter, they will find for the plaintiff.

Given.

F. B. NEAL, *Clerk*,
By W. J. BROWN, JR., *D. C.*

25th. The court charges the jury that in estimating the cost of construction of the railroad they will only take into consideration the cost of construction of those parts of the railroad in Mississippi which the defendants claim to be exempt from taxation, and they will treat the amounts of net profits proven as the net profits upon said parts of said railroad in the State of Mississippi which the defendants claim to be exempt from taxation.

Given.

F. B. NEAL, *Clerk*,
By W. J. BROWN, JR., *D. C.*

26th. The court charges the jury that the burden of proof is upon the defendants to show the net profits on that part or those parts of the railroad in the State of Mississippi which the defendants claim to be exempt from taxation.

Given.

F. B. NEAL, *Clerk*,
By W. J. BROWN, JR., *D. C.*

113 27th. If the jury believe from the evidence that the Illinois Central Railroad Co., through its ownership of stock and bonds, is really and substantially the owner of the Yazoo & Mississippi Valley Railroad Co. and of the property formerly belonging to the Louisville, New Orleans & Texas Railway Co., and has agreed to pay all taxes and assessments that had been or might be lawfully levied on said property, then if the taxes now sued for were lawfully levied and the assessment of said property lawfully made, the said Illinois Central Railroad Co. would be equally liable for the same with said Yazoo & Mississippi Valley Railroad Company.

Given.

F. B. NEAL, *Clerk*,
By W. J. BROWN, JR., *D. C.*

Endorsed: We, the jury, find for the plaintiff for the year 1895. 7, 27, 1896.

114 *Plaintiff's Instructions Refused.*

THE STATE OF MISSISSIPPI, *Hinds County.*

Circuit Court, First District.

WIRT ADAMS, State Revenue Agent, etc., Plaintiff,
v.
YAZOO & MISSISSIPPI VALLEY R. R. CO. ET AL., Defendants.

The court charges the jury for plaintiff as follows:

1st. That they will find for the plaintiff for each of the years 1892, 1893, 1894, and 1895.

Refused.

2nd. That they will find for the plaintiff against the Yazoo & Mississippi Valley R. R. Co. for each of the years 1892, 1893, 1894, and 1895.

Refused.

3rd. That they will find for the plaintiff for the years 1893, 1894, and 1895, being the years since the consolidation of the companies.

Refused.

4th. That they will find for the plaintiff against the defendant The Yazoo & Mississippi Valley Railroad Co. for the years 1893, 1894, and 1895.

Refused.

5th. The jury will find for the plaintiff as to the county taxes sued for.

Refused.

6th. The jury will find for the plaintiff as to the privilege taxes sued for.

Refused.

115 6½. That the exemption of the Louisville, New Orleans & Texas Railway Co. was dependent on whether out of their profits they could pay an annual dividend of eight per cent. on

their capital stock, and the charter of the Yazoo & Mississippi Valley Railroad Companies gave to the consolidating companies all the rights, privileges, powers, liberties, and immunities and franchises therein granted; and as one of these rights, powers, and privileges was to issue paid-up stock, and as this power to issue paid-up stock was availed of and incorporated in the deed of consolidation, any claim to exemption on the part of said Louisville, New Orleans & Texas Railway Company would be waived and surrendered by such consolidation.

Refused.

7th. That they will find for the plaintiff for the years 1892, 1893, 1894, and 1895 as to the Riverside division, exclusive of the Riverside Division special charter.

Refused.

8th. That they will find for the plaintiff against the Yazoo & Mississippi Valley Railroad Company for the years 1892, 1893, 1894, and 1895 as to what is denominated on the assessment-rolls the Riverside division.

Refused.

9th. That they will find for the plaintiff as to that part of the railroad south of Vicksburg for the years 1892, 1893, 1894, and 1895.

Refused.

10th. That they will find for the plaintiff as against the defendant The Yazoo & Mississippi Valley Railroad Company as to that part of the railroad south of Vicksburg for the years 1892, 1893, 1894, and 1895.

Refused.

116 11th. If the jury believe from the evidence that the Yazoo & Mississippi Valley Railroad Company and the Louisville, New Orleans & Texas Railway Company by their consolidation on Oct. 24th, 1892, "were united and merged into a single corporation under the name of the Yazoo & Mississippi Valley Railroad Company," then, under the provisions of the Mississippi constitution of 1890, an exemption from taxation in the charter of the Louisville, New Orleans & Texas Railway Company would not pass into the consolidated company.

Refused.

12th. If the jury believe from the evidence that in October, 1892, the Yazoo & Mississippi Valley Railroad Company consolidated with the Louisville, New Orleans & Texas Railway Company under the authority conferred by their respective charters, then a new corporation was thereby formed into which an exemption from taxation did not enter under the provisions of the Mississippi constitution of 1890.

Refused.

13th. If the jury believe from the evidence that on or about Oct. 24th, 1892, the Louisville, New Orleans & Texas Railway Company voluntarily consolidated with the Yazoo & Mississippi Valley Railroad Company, then under the charter of the said Yazoo & Mississippi Valley Railroad Company "the rights, privileges, powers,

liberties, and immunities and franchises" of the said Yazoo & Mississippi Valley Railroad Co. became "the rights, privileges, powers, liberties, and immunities and franchises" of the consolidated company, except that any claim or right of exemption from taxation of said Louisville, New Orleans & Texas Railway Co. did not pass to the consolidated company.

Refused.

117 14th. The court charges the jury that the right to consolidate with other companies of the charter of a railroad company is the "grant of a corporate franchise," and if they believe from the evidence that the consolidation and organization thereunder of the Yazoo & Mississippi Valley Railroad Company and the Louisville, New Orleans & Texas Railway Company did not take place until after Nov. 1st, 1890, they will find for the plaintiff.

Refused.

15th. The court charges the jury that under the lease existing in 1892, 1893, 1894, and 1895, if a railroad company claimed any of its property to be exempt from taxation, it was required to file with the railroad commission a claim to such exemption and to cite the law under which the claim was made. The court further charges the jury that such claim to exemption should embrace all statements of law or facts which would be necessary to enable the said railroad commission, sitting as State railroad assessors, to determine whether the exemption was then in force, and unless they believe from the evidence that such claim to exemption and citation of the law under which it was claimed was so filed in any of said years, they will find for the plaintiff as to the years in which they were not filed.

Refused.

16th. The court charges the jury that under the laws existing in 1892, 1893, 1894, and 1895, if a railroad company claimed any of its property to be exempt from taxation, it was required to file with the railroad commission a claim to such exemption and to cite the law under which the claim was made, and if the right to exemption depended on a given state of facts, it was the duty of the said railroad commission, sitting as State railroad assessors, to determine

118 whether such state of facts existed, and if the jury believe that the Louisville, New Orleans & Texas Railway Company or Yazoo & Mississippi Valley Railroad Company could have and either did or did not furnish the said railroad commission, as State railroad assessors, with the necessary evidence of the facts to enable them to determine whether its claim to exemption was in force and operation at the time, and that the said railroad assessors for any of the said years did duly assess said property as liable to taxation and not exempt, then such finding and assessment cannot be assailed or set aside in this suit, and the jury will find for the plaintiff as to such years.

Refused.

119 *Instructions for Defendants Given.*

1st. The court instructs the jury that if they believe from the evidence that during the years 1882 to 1892, inclusive, the net profits resulting from the operation of that railroad, which was the L., N. O. & T. railroad, including its branches, were not sufficient in any year to enable it to pay a dividend of eight per cent. to the holders of the proper capital stock of the L., N. O. & T. railway, after paying all of its then due liabilities incurred in and about the construction of the said L., N. O. & T. railway and such of its branches as were built under the L., N. O. & T. charter, then they must find for the defendant as to the taxes of 1892.

Given.

F. B. NEAL, *Clerk*,
By W. J. BROWN, *D. C.*

2nd. The court instructs the jury that if they believe from the evidence that during the years 1882 to 1893, inclusive, the net profits resulting from the operation of that railroad, which was the L., N. O. & T. railroad, including its branches, were not sufficient in any year to enable it to pay a dividend of eight per cent. to the holders of the proper capital stock of the L., N. O. & T. railway, after paying all of its then due liabilities incurred in and about the construction of the said L., N. O. & T. railroad and such of its branches as were built under the L., N. O. & T. charter, then they must find for the defendants as to the taxes of 1893.

Given.

F. B. NEAL, *Clerk*,
By W. J. BROWN, JR., *D. C.*

120 3rd. The court instructs the jury that if they believe from the evidence that during the years from 1882 to 1884, inclusive, the net profits resulting from the operation of that railroad, which was the L., N. O. & T. railroad, including its branches, were not sufficient in any year to enable it to pay a dividend of eight per cent. to the holders of the proper capital stock of the L., N. O. & T. railway, after paying all of its then due liabilities incurred in and about the construction of the said L., N. O. & T. railway and such of its branches as were built under the L., N. O. & T. charter, then they must find for the defendants as to the taxes of 1894.

Given.

F. B. NEAL, *Clerk*,
By W. J. BROWN, JR., *D. C.*

4th. The court instructs the jury that if they believe from the evidence that during the years 1882 to 1895 the net profits resulting from the operation of that railroad, which was the L., N. O. & T. railroad, including its branches, were not sufficient in any year to enable it to pay a dividend of eight per cent. to the holders of the proper capital stock of the L., N. O. & T. railway, after paying all of

its then due liabilities incurred in and about the construction of the said L., N. O. & T. railroad and such of its branches as were built under the L., N. O. & T. charter, then they must find for the defendants as to the taxes of 1895.

Given.

F. B. NEAL, *Clerk*,
By W. J. BROWN, JR., *D. C.*

5th. The court instructs the jury that they must find for the defendants so far as one-half of the privilege taxes are concerned, which are described in the declaration as payable for the year 1892.

Given.

F. B. NEAL, *Clerk*,
By W. J. BROWN, JR., *D. C.*

121 *Instructions for Defendants Refused.*

1st. The court instructs the jury to find for defendants.

Refused.

2nd. The court instructs the jury to find for the defendang The Illinois Central Railroad Company.

Refused.

3rd. The court instructs the jury to find for the defendant- so far as the municipal or town taxes are concerned.

Refused.

4th. The court instructs the jury that if the- believe from the evidence that during the year 1892 the net profits resulting from the operation of that railroad, which was the L., N. O. & T. railroad, including its branches, were not sufficient to enable it to pay a dividend of eight per cent. to the holders of the five millions of stock after paying all of its then due liabilities incurred in and because of the construction of the L., N. O. & T. railroad and such of its branches as were built under the L., N. O. & T. charter, then they must find for the defendants as to all taxes demanded for the year 1892.

Refused.

5th. The court instructs the jury that if they believe from the evidence that during the year 1893 the net profits resulting from the operation of that railroad, which was the L., N. O. & T. railroad, including its branches, were not sufficient to enable it to pay a dividend of eight per cent. to the holders of the five million- of
122 stock after paying all of its then due liabilites incurred in and because of the construction of the said L., N. O. & T. railroad and such of its branches as were built under the L., N. O. & T. charter, then they must find for the defendants as to all taxes demanded for the year 1893.

Refused.

6th. The court instructs the jury that if they believe from the evidence that during the year 1894 the net profits resulting from the operation of that railroad, which was the L., N. O. & T. railroad, including its branches, were not sufficient to enable it to pay a divi-

dend of eight per cent. to the holders of the five millions of stock after paying all of its then due liabilities incurred in and because of the construction of the L., N. O. & T. railroad and such of its branches as were built under the L., N. O. & T. charter, then they must find for the defendants as to all taxes demanded for the year 1894.

Refused.

7th. The court instructs the jury that if they believe from the evidence that during the year 1895 the net profits resulting from the operation of that railroad, which was the L., N. O. & T. railroad, including its branches, were not sufficient to enable it to pay a dividend of eight per cent. to the holders of the five millions of stock after paying all of its then due liabilities incurred in and because of the construction of the said L., N. O. & T. railroad and such of its branches as were built under the L., N. O. & T. charter, then they must find for the defendants as to all taxes demanded for the year 1895.

Refused.

123 8th. The court instructs the jury that if they believe from the evidence that in the year 1892 the Yazoo & Mississippi Valley Railroad Company paid on the debt incurred in constructing the L., N. O. & T. railway, main line, and such of the branches as were constructed under the L., N. O. & T. charter, a sum of money equal to one hundred thousand dollars, whether such payment was made on principal or interest, and if they further believe from the evidence that during said year the net profits resulting from the operation of that railroad, which was the L., N. O. & T. railroad, including its branches, were not sufficient to enable it to pay a dividend of eight per cent. to the holders of the five millions of stock, after paying all of its then due liabilities incurred in and because of the construction of the said L., N. O. & T. railroad and such of its branches as were built under the L., N. O. & T. charter, they *they* must find for the defendants as to all taxes demanded for the year 1892.

Refused.

9th. The court instructs the jury that if they believe from the evidence that in the year 1893 the Yazoo & Mississippi Valley Railroad Company paid on the debt incurred in constructing the L., N. O. & T. railway, main line, and such of the branches as were constructed under the L., N. O. & T. charter, a sum of money equal to ninety-five thousand dollars, whether such payment was made on principal or interest, and if they further believe from the evidence that during said year the net profits resulting from the operation of that railroad, which was the L., N. O. & T. railroad, including its branches, were not sufficient to enable it to pay a dividend of eight per cent. to the holders of the five millions of stock, after paying all of its then due liabilities incurred in and because of the con-

124 struction of the said L., N. O. & T. railroad and such of its branches as were built under the L., N. O. & T. charter, then they must find for the defendants as to all taxes demanded for the year 1893.

Refused.

10th. The court instructs the jury that if the- believe from the evidence that in the year 1894 the Yazoo & Mississippi Valley R. R. Co. paid on the debt incurred in constructing the L., N. O. & T. railway, main line, and such of the branches as were constructed under the L., N. O. & T. charter, a sum of money equal to ninety-five thousand dollars, whether such payment was made on principal or interest, and if they further believe from the evidence that during said year the net profits resulting from the operation of that railroad, which was the L., N. O. & T. railroad, including its branches, were not sufficient to enable it to pay a dividend of eight per cent. to the holders of the five millions of stock, after paying all of its then due liabilities incurred in and because of the construction of the said L., N. O. & T. railroad and such of its branches as were built under the L., N. O. &. T. charter, then they must find for the defendant- as to all taxes demanded for the year 1894.

Refused.

11th. The court instructs the jury that if the- believe from the evidence that in the year 1895 the Yazoo & Miss. Valley R. R. Co. paid on the debt incurred in constructing the L., N. O. & T. railway, main line, and such of its branches as were constructed under the L., N. O. & T. charter, a sum of money equal to ninety-five thousand dollars, whether such payment was made on the principal or interest, and if they further believe from the evidence that during said year the net profits resulting from the operation of that railroad
which was the L., N. O. & T. railroad, including its branches,
125 were not sufficient to enable it to pay a dividend of eight per
cent. to the holders of the five millions of stock, after paying all of its then due liabilities incurred in and because of the construction of the said L., N. O. & T. railroad and such of its branches as were built under the L., N. O. & T. charter, then they must find for the defendants as to all taxes demanded for the year 1895.

Refused.

126 *Plaintiff's Motion for a New Trial.*

WIRT ADAMS, State Rev. Ag't,
vs.
THE YAZOO & MISSISSIPPI VALLEY RAILROAD COMPANY *et al.* } 2788. Consol.

Now comes the plaintiff and moves the court to set aside the judgment in this consolidated case, and to set aside the verdict in favor of the defendants for the years 1892, 1893, and 1894, and to grant a new trial as to said years 1892, 1893, and 1894, because:

1st. The verdict is contrary to law.
2. It is contrary to the evidence.
3. It is contrary to the charges of the court.
4. It is shown by the record to be a compromise verdict.
5. It is shown from the evidence to be a compromise verdict.
6. It is shown by the affidavit of Willis Chiles, herewith filed, to

be a compromise verdict and obtained by duress and unfair means by one of the jurors from the other eleven.

7. The court erred in refusing charges No. 1, 2, 3, 4, 5, 6, 6½, 7, 8, 9, 10, 11, 12, 13, 14, 15, and 16 asked by the plaintiff.

8. The court erred in giving the charges given for the defendants.

9. The court erred in overruling the objections of plaintiff and in sustaining the objections of the defendants to testimony of J. M. Edwards, as shown in the stenographer's transcribed notes.

10. The court erred in overruling the objections of plaintiff and in sustaining the exceptions of the defendants to testimony of J. M. Edwards in his second examination, as shown in said stenographer's transcribed notes.

11. The court erred in overruling the objections of plaintiff and in sustaining the exceptions of the defendants to testimony of J. C. Welling, as shown in said stenographer's transcribed notes.

12. The court erred in overruling the objections of plaintiff to testimony of B. C. Pfouts, as shown in said stenographer's transcribed notes.

13. The court erred in overruling the objections of plaintiff to testimony of Major Wm. Starling, as shown in said stenographer's transcribed notes.

14. The court erred in overruling the demurrer of plaintiff to the plea of defendants setting up a claim to exemption from taxation.

15. The court erred in its action on plaintiff's 4, 5, 6, 7, 8, 12, and 13 replications in sustaining demurrers thereto.

16. The court erred in overruling the objections of plaintiff to testimony of Ridgeley, as shown in the stenographer's transcribed notes.

17. Other causes apparent from the record and testimony.

CRITZ, BECKETT & JONES,
For Motion.

MAYES & HARRIS & YERGER, *Contra.*

Endorsed: Filed and entered July 28, 1896. F. B. Neal, clerk, by W. J. Brown, Jr., D. C.

127 *Plaintiff's Motion for New Trial Overruled.*

July Term, 1896.

AUGUST 1ST, 1896.

WIRT ADAMS, State Rev. Agent,
vs.
THE YAZOO & MISSISSIPPI VALLEY RAILROAD COMPANY *et al.* } 2788. Consol.

Came on to be heard the motion of plaintiff to set aside the verdict and grant a new trial herein, and the court having duly considered the same, it is hereby ordered and adjudged that said motion be, and the same is hereby, overruled; to which ruling of the court the plaintiff excepted, and his exception was allowed.

Defendants' Motion for New Trial.

STATE OF MISSISSIPPI,
County of Hinds.

In the Circuit Court, at the July Term, 1896.

WIRT ADAMS, State Revenue Agent, Use, &c.,
vs.
THE YAZOO & MISSISSIPPI VALLEY RAILROAD COMPANY *et al.* } 2788. Consol.

Comes the defendants in t-e above-entitled cause and move the court to set aside the verdict of the jury herein rendered and the judgment of the court based thereupon and to grant a new trial, and for causes assign as follows, to wit:

1. The court erred in admitting as evidence of value the assessment-rolls from the office of the railway commission, showing the value placed by the Yazoo & Mississippi Valley Railway Company on the property in controversy for the purpose of taxation during the years 1892, 1893, 1894, and 1895.

2. The court erred in admitting in evidence the deed of trust made on the first day of September, 1892, between the Illinois Central Railroad Company and the United States Trust Company of New York, for the purpose of supporting the declaration and of showing that the Illinois Central Railroad Company was owner of the bonds and stock of the Louisville, New Orleans & Texas Railway Company.

3. The court erred in permitting the plaintiff to introduce the lease made on the 3rd day of March, 1888, between the Yazoo & Mississippi Valley Railroad Company and the Illinois Central Railroad Company.

4. The court erred in allowing the plaintiff to show who were the stockholders of the Yazoo & Mississippi Valley Railroad Company at the time of said lease and who were the stockholders and directors in the Yazoo & Mississippi Valley Railroad Company on the 4th day of October, 1893; also who were the stockholders and officers of the Mississippi Valley Company on the 14th October, 1892; also who were the stockholders and officers of the original Yazoo & Mississippi Valley Railroad Company and the directors of the same, being Exhibit D, from January 1st to Oct. 25th, 1892; also the list of stockholders, marked Exhibit E to the stenographer's notes; also the minutes of the 18th October, 1893, of the Yazoo & Mississippi Valley Railroad Company, showing who were the officers of that company, and that on motion those officers were elected to serve without salary, and that they were the same officers of the Illinois Central Railroad Company.

5. The court erred in allowing the plaintiff to offer in evidence the charter of the Mississippi Valley Railroad Company for the purpose stated.

128 6. The court erred in allowing the plaintiff to offer in evidence the minutes of the Yazoo & Mississippi Valley Railroad Company on the 1st of August, 1893, marked Exhibit H to the stenographer's notes; also in allowing the plaintiff to introduce the list of the directors of the Illinois Central Railroad Company at the time of the consolidation from June 1st to Oct. 21, 1892, marked Exhibit I to the stenographer's notes; also in allowing the plaintiff to introduce the list of the stockholders of the Illinois Central Railroad Company at the time of the consolidation and at the close of business, Oct. 24, 1892, marked Exhibit J to the stenographer's notes.

7. The court erred in overruling the motion of the defendants to exclude the testimony of the plaintiff after the plaintiff had rested his case and before the defendant had opened its case.

8. The court erred in refusing to allow the defendant to ask the witness J. C. Willing the following question: "State whether or not in the year 1892 the Louisville, New Orleans & Texas Railway Company or the Yazoo & Mississippi Valley Railroad Company, as its successor, was enabled to declare and pay an annual dividend of eight per cent. upon its capital stock over and above the payment of its due debts and liabilities."

9. The court erred in refusing to allow the defendant to ask the same witness the same question in respect to the years 1893, 1894, and 1895 or any of them.

10. The court erred in refusing to allow the defendant to ask the said witness, J. C. Willing, the following question: "State whether or not in the years 1892, 1893, 1894, and 1895 or either of said years the Yazoo & Mississippi Valley Railroad Company, as the successor and assignee of the Louisville, New Orleans & Texas Railway Company, was enabled to declare and pay an annual dividend of eight per cent. upon its proper capital stock over and above the payment of its due debts and liabilities which the Louisville, New Orleans & Texas Railway Company or the Yazoo & Mississippi Valley Railway Company had incurred in the construction of the railroad, or either of said companies, and for money borrowed by said company upon lands and otherwise to be used in the construction of said railroad and in paying debts incurred by said company or either of them in constructing the same."

11. The court erred in refusing to allow the defendant to ask of the said witness, J. C. Willing, the following question: "State whether or not in the years 1892, 1893, 1894, and 1895 or either of said years the Yazoo & Mississippi Valley Railroad Company, as the successor and assignee of the Louisville, New Orleans, & Texas Railway Company, was enabled to declare and pay an annual dividend of eight per cent. upon its proper capital stock over and above the payment of its due debts and liabilities which the Louisville, New Orleans & Texas Railway Company or the Yazoo & Mississippi Valley Railroad Company had incurred in the construction of the railroad, or either of said companies, for money borrowed by said company upon lands or otherwise to be used in the construction of said railroad and in paying debts incurred by said companies or

either of them in constructing the same under the charter rights of the Louisville, New Orleans & Texas Railway Company."

12. The court erred in refusing to allow the defendant to ask the said witness, J. C. Willing, the following question:

"State whether or not in the years 1892, 1893, 1894, and 1895 or either of said years the Yazoo & Mississippi Valley Railroad Company, as the successor and assignee of the Louisville, New Orleans & Texas Railway Company, was enabled to declare and pay an annual dividend of eight per cent. upon its proper capital stock over and above the payment of its due debts and liabilities which the Louisville, New Orleans & Texas or the Yazoo & Mississippi
129 Valley Railroad Company had incurred in construction of said railroad by either of said companies for money borrowed by said company upon lands or otherwise to be used in the construction of said railroads and in paying debts incurred by said companies or either of them in constructing the same under the charter rights of the Louisville, New Orleans & Texas Railway Company in so far as they include any debts after the consolidation, including only such as were incurred for maintaining and improving such lines of railroad only as were constructed by the Louisville, New Orleans & Texas Railway Company under its charter prior to the consolidation of 1892."

13. The court erred in allowing the plaintiff on the cross-examination of the said witness, J. C. Willing, to interrogate him as to the holding of stock in the various companies alleged to be connected with these transactions, to wit: The Illinois Central Railroad Company, the Louisville, New Orleans & Texas Railway Company, the Yazoo & Mississippi Valley Railroad Company, and the Mississippi Valley Railroad Company.

14. The court erred in allowing the plaintiff on cross-examination to ask the said witness, J. C. Willing, about the holding of stock in the Mississippi Valley Company by Skene, Craft, and others, and about the value of their holding, and in allowing the asking of the following question: "State, Mr. Willing, how these several parties who on this lease are put down as holding one share each of stock in the Yazoo & Mississippi Valley Railroad Company procured that stock."

15. The court erred in overruling the objections interposed by the defendants to the question of R. T. Wilson, a witness for the defendants, by the plaintiff, on his cross-examination, the said objection being in writing and filed amongst the papers in this cause.

16. The court erred in allowing the plaintiff to interrogate, on cross-examination, the witness J. M. Edwards in regard to the method of movements of trains continuously over the main and branch lines and over the upper and lower portion of the main line of said railroad.

17. The court erred in allowing the plaintiff on cross-examination to ask the witness J. M. Edwards the following question: "Was not the Financial Improvement Company owned, or owned in part, by R. T. Wilson?" and in allowing the further questions

to be asked of said witness on cross-examination in respect to the constitution of said Financial Improvement Company.

19. The court erred in overruling the objections interposed by defendants to the deposition of R. H. Elliott, a witness for the plaintiff; which said objection- to questions asked of him in his direct and redirect examination are in writing and are filed amongst the papers in this cause.

20. The court erred in allowing the plaintiff to introduce the assessment-rolls from the office of the railroad commission for the years 1886, 1887, 1888, 1889, 1890, and 1891, respectively, for the purpose of showing the valuation placed by the Yazoo & Mississippi Valley Railroad Company in the year 1895 or the year 1896, under order of the railroad commission, upon the property in controversy for the purpose of back taxation.

21. The court erred in refusing peremptory instructions asked by the defendants.

22. The court erred in refusing the peremptory instruction asked by defendant The Illinois Central Railroad Company.

23. The court erred in refusing the several other instructions asked by the defendants, as shown by the record in this cause.

130 24. The court erred in giving each and every one of the instructions given in this case for the plaintiff.

25. Because the verdict is contrary to the evidence.

26. Because the verdict is contrary to the law and the evidence.

27. For other good reasons to be assigned at the hearing.

MAYES & HARRIS,
For Motion.

CRITZ & BECKETT, *Contra.*

Endorsed: Filed and entered Aug. 3, 1896. F. B. Neal, clerk, by W. J. Brown, Jr., D. C.

Defendants' Motion for New Trial Overruled.

July Term, 1896.

AUGUST 6TH, 1896.

WIRT ADAMS, State Revenue Agent,
vs.
THE YAZOO & MISSISSIPPI VALLEY RAILROAD Company *et al.* } 2788. Consol.

Came on to be heard the motion of defendants to set aside the verdict of the jury and judgment herein and to grant a new trial, and the court having duly considered the same, it is ordered and adjudged that the said motion be, and the same is hereby, overruled; to which action of the court in overruling said motion the defendants then and there excepted, and their exception was allowed.

Special Bill of Exceptions.

STATE OF MISSISSIPPI,
County of Hinds.

In the Circuit Court, July Term, 1896.

WIRT ADAMS, State Revenue Agent,
vs.
YAZOO & MISSISSIPPI VALLEY R. R. CO. ET AL. } Consolidated Cases.

Be it remembered that at this the July term, 1896, of this court came on to be heard the above-entitled cause from July 21st until July 25th, inclusive, being days of said term, and pending the trial of said cause, a jury having been empaneled therein and the cause being in course of submission to them, and while the plaintiff was introducing his testimony in rebuttal, the said plaintiff offered in evidence the deposition of one O. A. Gibson, and to said deposition the defendants interposed certain objections to the questions and answers therein severally propounded and made; which said objections are in writing and are on file amongst the papers of this cause. In presenting said objections the defendants supported the same by presenting to the court the three several notices which had been served upon them by the plaintiff herein, requiring them, the said defendants, to produce on the trial of said cause documents and papers, as will appear in and by said notices themselves, which are part of the record herein, and in connection with said notice it was shown to the court that there were five large dry-goods boxes and one large bundle in the court-room, which the defendants, by their counsel, stated contained the documents and books
131 therein called for, and which were then and there in court and at their disposal and subject to the use of the said plaintiff for the purpose of showing the cost of constructing said railroad, and the fact of the presence of said papers in court and their offer to the plaintiff for the purposes aforesaid was not in any way questioned.

Also, pending the presentation by the said plaintiff of his case in rebuttal, the said plaintiff offered the deposition of one R. H. Elliott, and to said deposition the defendants interposed certain objections to the questions and answers therein severally propounded and made, which said objections are in writing and are on file amongst the papers of this cause. In presenting said objections to said two depositions the defendants supported the same by presenting to the court the three several notices which had been served upon them by the plaintiff herein requiring them, the said defendants, to produce on the trial of said cause documents and papers, as will appear in said notices themselves, which are a part of the record herein, and in connection with said notices it was shown to the court that there were 8 or 9 large dry-goods boxes and several large bundles which, the defendants stated to the court, contained the documents and

books therein called for and were then and there in court and at the disposal and subject to the use of the said plaintiff for the purpose of showing the actual cost of constructing said railroad, and the fact of the presence of said papers in court and their offer to the plaintiff for the purposed aforesaid was not in any way questioned.

The court, howev-r, overruled the objections of the said defendant to said deposition of said Gibson, except that the court did rule out his answer to the 59th direct interrogatory and his answer to the 69th direct interrogatory, and also the court ruled out all that part of his answer to the 230th question forming part of his cross-examination, which follows the word "commission;" to which action of the court in admitting the said deposition to be read over the objection of the defendants as stated, with the exceptions as stated, the said defendants then and there objected.

And further, notwithstanding said objections made to the deposition of said Elliott, the court overruled the said objections and allowed the said deposition to be read; to which said action of the court the said defendants then and there objected.

And they present this their special bill of exceptions in the above-entitled cause in open court, presenting said points of objection, which is hereby signed and made part of the record in said cause.

ROB'T POWELL,
Circuit Judge.

Endorsed: Filed August 7, 1896. F. B. Neal, clerk, by W. J. Brown, Jr., D. C.

132 *Plaintiff's Bill of Exceptions.*

THE STATE OF MISSISSIPPI,
Hinds County.

Circuit Court, First District.

WIRT ADAMS, State Revenue Agent, Use, &c., Plaintiff,
vs.
YAZOO & MISSISSIPPI VALLEY R. R. Co. *et al.*, Defendants.

Nos. 2788, 2916, & 3018. Consolidated.

Bill of exceptions for plaintiff.

Be it remembered that on the 21st day of July, A. D. 1896, the same being a day of the regular July term of this court, came on to be heard the above-consolidated cause, and both sides having announced themselves ready for trial, thereupon came a jury of twelve good and lawful men, who being duly elected, empaneled, and sworn to well and truly try the issue joined between the parties, the pleadings and exhibits being read to the jury, thereupon the plaintiff introduced the following evidence:

W. M. MASSIE, who, being first duly sworn, testified as follows:

Q. Mr. Massie, look at that and see what it is.

A. That is the original assessment of the Yazoo & Mississippi Valley railroad and branches, as returned to the railroad commission for the year 1892.

Q. Mr. Massie, state what position you occupied on the Mississippi railroad commission, and how long you have occupied it.

A. I was the clerk in the office of the secretary from the 1st of October, 1893, until the 20th of January, 1896. I think it was the 20th of January, or the 22nd or the 23rd, or somewhere along there.

Q. Did you stay in the office and attend to it personally?

A. Yes, sir; all of the time I had charge of the office.

Q. Now, Mr. Massie, as to how these assessments were made. Here are three columns here—valuation by company, valuation by commission, and valuation by commission after objections heard.

A. These blanks were sent to Mr. Morehouse, the tax commissioner of the railroad system at Chicago. They were returned with the first column filled out.

Q. State what system.

A. The Yazoo & Mississippi Valley and the Illinois Central, and then the commission met after that.

Q. The first column was——

A. Was filled by the railroad; headed, valuation by company.

Q. That is, filled by the railroad company?

A. Yes, sir; and returned to the commission with those figures.

Q. The second column?

A. Afterwards the commission met and made this assessment under the valuation by the commission.

Q. Of the third column—how was this made?

A. The third column, the railroad authorities were notified to appear and make objections to the assessment made by the commission, and these figures resulted in the assessments made by the board.

Q. After hearing the objections?

A. Yes, sir.

Q. And this third column is——

A. Valuation by commission after the objections heard.

Q. State what this is.

A. That is objections of the Louisville, New Orleans & Texas Railway Company after assessment made at the July meeting in 1892; that paper has never come under my observation before.

Q. Whose handwriting is that on the back of it?

A. Mr. Sidney McLaurin's; the secretary himself.

Q. That is filed when?

A. Aug. 20th, 1892, the year before I went into the office. I don't remember to have seen it before. It is possible that I might have seen it, but I don't remember it.

133 Q. It is filed by the regular secretary of the commission?

A. Yes, sir.

The assessment-roll and the objections to it for 1892 are here offered in evidence.

Q. Mr. Massie, state what this is.

A. That is the same as the other, except for the year 1893 instead of 1892; the assessment of the Yazoo & Mississippi Valley railroad, main line and branches, for 1893.

The above roll is here offered in evidence, and the objections by the R. R. Co. filed Sept. 5th, 1893.

Q. Filed by whom?

A. I don't know, sir; I don't recognize the handwriting.

Q. These are objections of whom?

A. The Yazoo & Mississippi Valley R. R. Co. filed objections to this 1893 assessment.

Q. State to the jury what this is.

A. That is the assessment of the main line of the Y. & M. V. for the year 1894.

Q. What is this?

A. That is the assessment of the Bayou Sara branch of the Y. & M. V. R. R. for 1894.

Q. What is this?

A. That is the assessment of the Riverside division of the Y. & M. V. R. R. for the year 1894.

Q. That is the road that runs from Coahoma through Rolling Fork?

A. There are two Riverside divisions.

Q. Are they both in there?

A. No, sir; they are assessed separately. There are two separate divisions.

Q. What is this?

A. This is the Riverside division of the Y. & M. V. R. R., what is usually called the Special Charter division—charter of the Memphis & New Orleans Railway and the Levee Company charter.

Q. State what that is.

A. That is an assessment of the Tallahatchie branch of the same railroad for the year 1894.

Q. The words "exempt," who put that on there?

A. Presumably, the railroad. I don't know. It came into my possession that way.

Q. Where "exempt" appears on the back in red ink it was that way at the time it was filed in the office?

A. Yes, sir.

Q. Those entries were not made by the railroad commission?

A. No, sir.

Q. What is that?

A. That is an assessment of the Helena branch of the Y. & M. V. R. R. Co. for the year 1894.

Q. State what this is.

A. That is an assessment of the main line of the Y. & M. V. R. R. Co. for the year 1895.

Q. State what that is.

A. That is the assessment of the Riverside division of the Y. & M. V. R. R. for the year 1895.

Q. What is that?

—. That is the assessment of the Tallahatchie branch of the Y. & M. V. R. R. for 1895.

Q. What is that?

A. That is the assessment of the Bayou Sara branch of the Y. & M. V. R. R. for the year 1895.

Q. What is that?

—. That is the assessment of the Helena branch of the Y. & M. V. R. R. for 1895.

134 —. What is that?

A. That is the assessment of the Riverside division, special charter, of the Mississippi Valley railroad for the year 1895.

The plaintiff here introduces all the assessment-rolls as referred to by the witness in his testimony.

Q. Mr. Massie, please look at these books and state whether all of the books that have been submitted to you for the year 1893, 1894, and 1895 were made out in a similar manner to what you have testified about 1892—that is, who made out the first column?

A. The 1892 was in the office before I ever became connected with it. The 1893 I find this column, the first column, valuation by company, made out, and by instructions of the commission I filed it and made the second column, and then after objections being heard I filled out the third column, and that third column stood as the assessment.

Q. Under whose direction did you fill out the third?

A. By the instruction of the commission. The secretary and myself were instructed to fill it out. I did the principal part of the work. Mr. McLaurin might have assisted me some, but not a great deal. You see that is signed by myself there, and it is in my handwriting.

Q. Now, those are the original assessment-rolls for those years?

A. Yes, sir; those are the originals.

Q. These rolls made in 1893, 1894, and 1895, while you were in the office, they were filed there in reference to the assessment, and they contain these assessments?

A. So far as I know. I remember nothing else in connection with it. All that we had to do was to fill out these assessments as adopted by the commission and make a copy of it and send it to the different tax collectors of the different counties. That is all we had to do with the assessment.

Q. That is all that was filed by them in those years with reference to the assessment that you have any knowledge or recollection of?

A. Yes, sir.

Q. You state that you staid there and attended to the business personally?

A. Yes, sir; I was in the office all the time. I was very seldom

absent in the three years. I don't think I lost more than ten days' time, maybe a little more than that, but I was there almost every day.

The plaintiff offers in evidence all of the assessment-rolls for 1892, 1893, 1894, and 1895 of what was formerly the L., N. O. & T. and its branches.

Objected to by the defense on the grounds that it does not reasonably tend to show what the railroad cost, and on the ground furthermore that it is secondary evidence and not the best evidence.

By the COURT: I will permit it to be introduced now, but I will control their effect in the instructions.

Defendants excepted.

The defense objects to these schedules further, so far as they have anything to say about privilege taxes. They do not object so far as they undertake to classify railroads and give the miles of railroad in each county. They object to them so far as they undertake to fix municipal taxes.

Overruled, and defendants excepted.

The plaintiff offers in evidence the articles of consolidation of the 24th of October, 1892, between the Louisville, New Orleans & Texas R. R. Co. and the Yazoo & Mississippi Valley R. R. Co., and the acts of consolidation on the 12th day of August, 1884, between the Tennessee Southern R. R. Co. and the Memphis & Vicksburg railroad, and the New Orleans & Baton Rouge and Vicksburg & Memphis R. R. Co. and the New Orleans & Mississippi Valley R. R. Co., forming the Louisville, New Orleans & Texas Railroad Company.

Originals of above to be used by consent.

135 The plaintiff offers in evidence the deed of trust made on the 1st day of September, 1892, between the Illinois Central R. R. Co. and the United States Trust Company of New York to prove two things. The principal reason for introducing it is, first, in support of the declaration, and in support of the plea of novation. One is to show that the I. C. R. R. Co. was the owner of the bonds and stocks of the L., N. O. & T. R'y Co., as alleged in the declaration, and the other is to show that the I. C. R. R. Co. issued twenty-five million dollars in bonds and substituted them in the place of the original bonds of the L., N. O. & T. R'y Co.

(See charter book.)

The defense objects on the ground that it is irrelevant to the case, immaterial and incompetent as to the first purpose to show ownership of property, but as to the second purpose—that is, to the alleged novation—they do not object.

The plaintiff introduces in evidence the lease made on the 31st day of March, 1888, between the Y. & M. V. R. R. Co. and the I. C. R. R. Co.

(See charter book.)

Objected to.

136 *Deed of Trust, September*, 1892.

This indenture, made the first day of September, A. D. 1892, by and between the Illinois Central Railroad Company, a corporation created, organized and existing under and by virtue of the laws of the State of Illinois, party of the first part, and the United States Trust Company of New York, a corporation created, organized and existing under and by virtue of the laws of the State of New York, party of the second part, witnesseth:

Whereas, the party of the first part, in pursuance of its corporate powers, has acquired and now holds the bonds and stock hereinafter described of the Louisville, New Orleans and Texas Railway Company, a corporation created, organized and existing under the laws of the States of Tennessee, Mississippi and Louisiana; and

Whereas, on the twenty-first day of July, A. D. 1892, at a meeting of the board of directors of the said Illinois Central Railroad Company, it was resolved as follows:

"*Resolved*, That in pursuance of the authority in it vested by law, "this company do make and execute its bonds for the sum of "twenty-five millions of dollars ($25,000,000); that is to say, twenty-"eight thousand bonds, to be numbered consecutively from one to "twenty-eight thousand, both inclusive, twenty-two thousand bonds "for the sum of one thousand dollars each, and six thousand bonds "for the sum of five hundred dollars each, to be issued and used "from time to time as may be required for the payment of indebt-"edness contracted in acquiring the bonds and stock of the said "Louisville, New Orleans and Texas Railway Company recently "purchased by this company, and for such other objects and pur-"poses as shall be specified in the deed of trust made to secure the "payment of the said bonds and be authorized by the board
137 "of directors, all of the said bonds to bear date as of the "first day of September, A. D. 1892, and to be made payable "in the city of New York on the first day of November, A. D. 1953, "in gold coin of the United States of America, of the present stand-"ard of weight and fineness, and to bear interest from November 1, "1892, at the rate of four per cent. per annum, payable in like gold "coin on the first days of May and November in each year, the said "bonds to be in the general form and to contain the provisions fol-"lowing, that is to say:

"Total issue, $25,000,000.

"UNITED STATES OF AMERICA, *State of Illinois.*

"Illinois Central Railroad Company.

"No. —. $1,000 (or $500).

"*Four Per Cent. Gold Bond of* 1953.

"Payable, principal and interest, in gold.

"The Illinois Central Railroad Company hereby acknowledges "its indebtedness in the sum of one thousand dollars (or five hun-

" dred dollars), which it promises to pay, in the city of New York,
" to the holder of this bond on November 1, A. D. 1953, in gold
" coin of the United States of America, of the present standard of
" weight and fineness. And the said company also, and hereby,
" promises to pay interest on the said sum from November 1, 1892,
" in like gold coin at the rate of 4 per cent. per annum, on the first
" days of May and November in each year, upon the surrender of
" the coupons hereto attached (authenticated by the engraved signa-
" ture of its treasurer) as they respectively become payable and
" until such principal sum of one thousand dollars (or five hundred
" dollars) shall be paid.

" The holder hereof may have the ownership of this bond
138 " registered on the books of the said railroad company, such
" registry being noted on the bond, after which no transfer
" shall be valid unless made on the said books by the registered
" holder in person, or by his attorney duly authorized, and noted
" on the bond, but the same may be discharged from registry by
" being in like manner transferred to bearer, after which it shall be
" transferable by delivery. Or the holder hereof may at any time
" surrender to the said railroad company all the coupons hereto an-
" nexed not then due, for cancellation and have this bond entered
" on the company's books as a registered bond. The surrender and
" cancellation of the coupons shall be noted on the back hereof, after
" which this bond shall finally cease to be transferable by delivery
" and become a registered bond, transferable only on the books of
" the company, and in that case the interest thereon semi-annually,
" and the principal thereof when due, shall be payable only to the
" registered holder hereof, or his legal representatives or assigns.

" This is one of a series of bonds authorized to be issued to the
" total amount of twenty-five million dollars, all of the same date
" and payable at the same time, certain of which bonds are for $1,000
" each, and certain others for $500 each ; which bonds are described
" in a certain deed of trust between the Illinois Central Railroad
" Company and the United States Trust Company of New York,
" bearing date, September 1, A. D. 1892, all of which bonds are
" equally secured as therein provided by the deposit and pledge of
" certain securities of the Louisville, New Orleans and Texas Rail-
" way Company representing a par value of more than thirty-four
" million dollars.

" In witness whereof, the said Illinois Central Railroad Company
" has, by a resolution of its board of directors, passed July 21st,
" A. D. 1892, caused its common seal and the signatures of its presi-
" dent or vice-president and secretary to be hereto affixed the first
" day of September, 1892.

"—— ——, *President.*

"—— ——, *Secretary.*

139 " with coupons attached thereto for the installments of inter-
" est to become due upon such bonds in the following form:

"*Coupon.*

"The Illinois Central Railroad Company will pay bearer twenty "dollars (or ten dollars) in go'd coin, in New York, on May 1, (or "November 1)—being six months' interest on its four per cent. gold "bond of 1953, No. —.

"—— ——, *Treasurer.*

"And that the following form of certificate shall be placed upon "each of said bonds, to be signed by the president or one of the "vice-presidents of the party of the second part:

"*Trustee's Certificate.*

"The within is one of a series of twenty-eight thousand bonds, of "which 22,000 bonds are for $1,000 each, and 6,000 bonds for $500 "each, mentioned in the deed of trust dated September 1, A. D. "1892, between the Illinois Central Railroad Company and the United "States Trust Company of New York, and secured by the deposit "of securities as therein provided.

"UNITED STATES TRUST COMPANY
OF NEW YORK,
"By —— ——, *President.*"

And whereas, it was at the said meeting of the said board of directors, further

"*Resolved*, that to secure the payment of the said bonds, this com- "pany do make, execute and deliver to the United States Trust "Company of New York, as trustee, an indenture or agreement "pledging and depositing with the said trustee all the bonds and "stock of the Louisville, New Orleans and Texas Railway Company "held and owned by this company or which may be here- "after acquired by it, upon and subject to the terms and con- "ditions set forth in the following form of indenture, which "is hereby approved."

(Here follows an exact copy of this indenture which is inscribed at length upon the minutes of the board.)

And whereas, it was at said meeting of the said board of directors, further

"*Resolved*, That the president or vice-president and secretary of "this company be and they are hereby authorized, for and in behalf "of the company, and as its acts and deeds, to affix the corporate "seal of the company to said indenture or agreement, and to duly "attest, acknowledge and deliver the same, and to affix the corpo- "rate seal of the company to each of said bonds, and sign and duly "attest the same, and cause the engraved signature of the treasurer "of the company to be placed upon the interest coupons thereon, "and to do each and every other act necessary and proper to be done "in and about the premises."

Now, therefore, the said parties hereto, in consideration of the premises and of one dollar to each by the other in hand paid at or

before the ensealing and delivering of these presents, the receipt whereof is hereby acknowledged, and for other good and valuable considerations, do each covenant, promise and agree, for themselves and their respective successors and assigns, in manner and form following, that is to say:

First. The said party of the first part shall and doth hereby assign, transfer and set over to the said party of the second part, the following-described bonds and stock of the said Louisville, New Orleans and Texas Railway Company, namely:

1. Thirteen thousand eight hundred and five (13,805) one-
141 thousand-dollar "first-mortgage four per cent. gold bonds" of the said railway company, issued under and secured by two several mortgages or deeds of trust made by that company, under date of August 25, 1886, to the Union Trust Company of New York, amounting in all at their par or face value to the sum of $13,805,000, with interest coupons attached to each, due March 1, 1893, and after.

2. Eight thousand seven hundred and thirty-one (8,731) one-thousand-dollar five per cent. second-mortgage bonds of the said railway company, issued under and secured by two several mortgages or deeds of trust made by that company under date respectively of August 25 and August 26, 1886, to the Union Trust Company of New York, amounting in all at their par or face value to the sum of $8,731,000.

3. Eight thousand three hundred and forty-seven (8,347) six per cent. income bonds of the said railway company, for one thousand dollars each, issued under and secured by the two several mortgages or deeds of trust made by that company under date respectively of September 18, 1884, and August 25, 1885, to Edward H. Pardee and Albert Crolius, trustees, amounting in all at their par or face value to the sum of $8,347,000.

4. Thirty-seven thousand five hundred and thirty-nine (37,539) shares of the full-paid capital stock of the said railway company of the par value of one hundred dollars per share, amounting in all at their par or face value to the sum of $3,753,900.

All the bonds above described, and certificates representing all the said stock assigned in blank with irrevocable power to transfer by the Mississippi Valley Company, a corporation created, organized and existing under the laws of the State of Mississippi, in whose name the said stock is registered, are, simultaneously with the execution of these presents, delivered to the party of the second
142 part, to be held by the said party of the second part and its successors in this trust, subject to the reservations, terms and conditions hereinafter expressed, upon trust for the benefit of the several persons and corporations who shall be or become holders respectively of any of the above-mentioned bonds issued or to be issued hereunder by the party of the first part, to secure to such holders equally and without preference of one over another by reason of priority of time of issue thereof or otherwise, the due and punctual payment of the said bonds and the interest thereon as it

shall become due, according to the tenor and effect of the said bonds and the interest coupons attached thereto.

Second. The said party of the first part further covenants and agrees that it will in like manner assign, transfer, set over and deliver to the said party of the second part, or its successors in this trust, by like irrevocable power, all such additional bonds and stock of the said Louisville, New Orleans and Texas Railway Company as shall be purchased or acquired by it, such transfers to be made promptly from time to time as soon as practicable after the purchase or acquisition thereof, the same to be held by the said party of the second part and its successors in trust for the uses and purposes, and upon the trusts, and subject to the reservations, terms and conditions set forth and declared in this indenture.

Third. The party of the first part also hereby covenants with the party of the second part, that it, its successors or assigns, shall and will punctually pay to the holders of the bonds aforesaid intended to be secured hereby, the interest thereon when and as the same shall become due and payable, according to the terms and conditions in the said bonds and coupons set forth and contained, and shall and will also, when the principal sums of the said bonds shall, according to the provisions thereof, become due and payable, fully and entirely pay, satisfy and discharge the whole of the said bonds, both principal and interest.

143 And the party of the first part further covenants and agrees that it will cause to be paid off and discharged in due season all taxes and assessments which may from time to time be lawfully levied or imposed by competent authority upon the railroads and other real property and premises described in the several mortgages by which the bonds of the said Louisville, New Orleans and Texas Railway Company described in the first article of this indenture are secured, so that the lien of the said mortgages shall at all times remain unimpaired until all the bonds secured hereby shall be fully paid and satisfied.

Fourth. All the bonds issued and authenticated in compliance with the provisions of this indenture shall be equally secured hereby, without regard to the time or times when the said bonds shall have been actually issued or otherwise, and without any discrimination or preference of one over another.

And it is hereby understood and agreed that the bonds issued and authenticated hereunder, or their proceeds, may be used and applied by the party of the first part, in its discretion, for any of the following purposes, that is to say: (1) For the acquisition of or payment for stock of the said Louisville, New Orleans and Texas Railway Company and bonds of said company of the several issues or classes described in the first article of this indenture, including as well the stock and bonds heretofore purchased and deposited hereunder, as stock and bonds that may be hereafter purchased; (2) for the payment of obligations or indebtedness of the said Louisville, New Orleans and Texas Railway Company; (3) for protecting, repairing, completing, improving or extending the railroad and branches now owned by the said Louisville, New Orleans and Texas Railway

Company, and providing elevators and docks for use in connection therewith, and such works and structures, rolling stock and other equipment as will enable the said railroad and branches to be operated to the best advantage, or in the payment of debts and
144 liabilities incurred for such improvements. And the party of the first part hereby covenants and agrees with the party of the second part and with the holders of the bonds intended to be secured by this indenture, that the said bonds and their proceeds shall be used and applied only to the objects and purposes above specified.

Fifth. Until default shall be made in the payment of the principal or interest of the bonds authenticated hereunder and intended to be secured hereby, or some of them, the party of the second part and its successors in trust shall permit and suffer the party of the first part to retain all the authority, powers and privileges belonging or incident to the bonds and stock hereby pledged or agreed to be pledged, not inconsistent with the rights of the party of the second part as herein expressed. And it is an express condition of this indenture, that the party of the first part, its successors or assigns, shall be permitted at any time, and from time to time, provided it or they shall be in no default as aforesaid, to offer to the trustees under the two mortgages or deeds of trust made by the said Louisville, New Orleans and Texas Railway Company, under date respectively of September 18, 1884, and August 25, 1885, to Edward H. Pardee and Albert Crolius, trustees, for redemption and cancellation, the whole or any part of the income bonds issued under and secured thereby, which have been or shall be deposited by the party of the first part with the party of the second part pursuant to the provisions of this instrument, at such price or prices as the party of the first part may think proper, and upon the terms and conditions expressed in said mortgages and deeds of trust; and to withdraw from the custody of the said party of the second part, or its successors in trust, for presentation to the said trustees, to accompany such offer or offers, such number or amount of the said income bonds as may be offered to the said trustees, *provided*, that all income bonds so withdrawn from the custody of the said party of the sec-
145 ond part or its successors in trust shall be forthwith filed by the party of the first part, to accompany such offer or offers, with the trustees under the two mortgages or deeds of trust securing the said income bonds, in manner and form as prescribed in such mortgages or deeds of trust; and *provided further*, that if any such offer or offers shall be accepted by the said trustees, the party of the first part shall, as it hereby covenants and agrees to do, cause all moneys received by it from such trustees for, or as the price of, any of such income bonds, to be applied to the payment of expenses incurred for betterments and improvements of the said Louisville, New Orleans and Texas Railway and its appurtenances; and *provided further*, that if any offer or offers so made to the said trustees shall not be accepted by them, the said party of the first part shall return to the party of the second part, or its successors in trust, the income bonds withdrawn to accompany the offer or offers so re-

jected, to be held upon the trust and subject to the terms and conditions of this indenture. And it is likewise an express condition of this indenture that until default shall be made in the payment of the principal or interest of the bonds authenticated hereunder and intended to be secured hereby, or some of them, the shares of the capital stock of the said Louisville, New Orleans and Texas Railway Company deposited by the party of the first part with the party of the second part, or its successors, in trust upon the trusts herein declared, shall be registered in the name of the said The Mississippi Valley Company, or in the name of the party of the first part, or in the name or names of such other party or parties as it may from time to time designate or appoint, provided the certificates representing such stock assigned in blank, with irrevocable power to transfer by the registered owners, shall be deposited with the party of the second part, or its successors in trust, under and subject to the terms and conditions of this trust, and the person or persons, corporation or corporations, in whose name the said
146 stock shall be registered, shall have and enjoy all the rights of a stockholder with respect to the said shares of stock, including the voting power belonging thereto; but the party of the first part hereby covenants and agrees that while said stock remains so on deposit with the party of the second part, or its successors in trust, no further mortgage lien or incumbrance shall be imposed upon the railways or railway lines or other property now belonging to the said Louisville, New Orleans and Texas Railway Company, except in accordance with the next article of this indenture.

Sixth. It is a further express condition of this indenture, that if the said Louisville, New Orleans and Texas Railway Company, its successors or assigns, shall hereafter secure the twenty-eight thousand four per cent. gold bonds, issued, or proposed to be issued by the party of the first part hereunder, and intended to be secured hereby, by a mortgage or deed of trust covering all the railways and railway lines now belonging to that company, and their appurtenances, and also all the lands of that company which shall then remain unsold, situated in the counties of De Soto, Tunica, Quitman, Coahoma, Bolivar, Washington, Issaquena, Sharkey, Warren and Tate, in the State of Mississippi, which shall be subject only to the outstanding mortgages heretofore made and executed by that company, other than the land-grant income mortgage to Edward H. Pardee and Albert Crolius, trustees, dated August 27, 1886, then all the stock of the said Louisville, New Orleans and Texas Railway Company deposited under this trust shall be released and surrendered to the party of the first part free and discharged from all the liens and obligations of this indenture. And it is expressly understood that suitable provisions may be inserted in such new mortgage permitting the said Louisville, New Orleans and Texas Railway Company, its successors or assigns to sell and dispose
147 of the mortgaged lands above referred to, and to give title thereto free and discharged from the lien of the said mortgage, similar to the provisions in that behalf contained in the supplementary mortgage or deed of trust made by the said Louisville

New Orleans and Texas Railway Company, under date of August 25, 1885, to Edward H. Pardee and Albert Crolius, trustees.

After the execution and delivery of such new mortgage, and when all the bonds issued under and secured by the several mortgages heretofore made by the said Louisville, New Orleans and Texas Railway Company shall have been deposited with the party of the second part, said party of the second part may, if requested so to do by the party of the first part, and if said party of the second part shall deem it desirable so to do, but not otherwise, cause all such bonds to be cancelled and the mortgages securing the same to be discharged of record, to the end that the said new mortgage may become and be a first-mortgage lien upon the property therein described, subject, however, to the provisions to be therein inserted permitting sales of the said mortgaged lands as above contemplated and provided.

Seventh. If by reason of any proceedings taken by the holders of any bonds, which shall not have been deposited with the party of the second part or its successors in trust hereunder, either of the mortgages or deeds of trust securing any of the bonds hereby pledged shall be foreclosed, or if any sale shall be made of the property covered by either of such mortgages, or any part thereof, which shall in anywise cut off the lien of such mortgage, the said party of the second part, or its successors in trust, shall be entitled to and shall exercise all the rights, privileges and powers which any other holder of the bonds deposited hereunder would be entitled to exercise, subject only in respect to the manner of exercising and enforcing the same in any such case to the directions of the holders of a majority of the outstanding bonds intended to be secured by this indenture.

148 Eighth. In case default shall be made at any time by the party of the first part in the payment of the principal or interest due on any one of its bonds issued and authenticated under the provisions of this indenture, and such default shall continue for six months the party of the second part and its successors in this trust, is and are hereby authorized and empowered, at the request of the holders of one-third in amount of the said bonds then outstanding to resort to any proceedings legal or equitable, that may be deemed necessary or expedient for the enforcement of the lien hereby created upon all or any part of the bonds or stock deposited under the provisions of this trust, or upon any property or premises mortgaged to secure their payment, and may proceed to subject the whole or any part of the property or premises so mortgaged to the payment of the principal and interest of the bonds thereby secured then outstanding and unpaid, in any manner, not inconsistent with the principles of law or equity, which shall be deemed most advantageous to the holders of the bonds issued under and intended to be secured by this indenture. All moneys so collected shall be applied *pro rata* to the payment of the principal and interest of the bonds secured hereby in the manner provided in the next article of this indenture.

Ninth. And it shall also be lawful for the said party of the second

part and its successors in this trust, in case default shall be made as aforesaid by the party of the first part, and continued as aforesaid, upon like request of the holders of one-third in amount of the bonds issued and authenticated under the provisions of this indenture then outstanding, to sell at public sale in the city of New York, after advertising notice of the time and place of such sale not less than once a week for six consecutive weeks in one or more daily newspapers published in each of the cities of New York and Chicago for the best price that can be obtained therefor, all the unpaid bonds and all the stocks hereby pledged, which shall then be in its or their possession as trustee or trustees, under the provisions
149 hereof, or such portions thereof as may be necessary to pay the outstanding bonds of the party of the first part secured hereby, and all arrears of interest thereon, and all expenses attending as well the execution of this trust as the said sale, and any other costs and charges that may be necessarily incurred in consequence of such sale; such sale to be made in such lots or parcels, as the party of the second part or its successors in trust may deem most beneficial. The party of the second part or its successors in trust may adjourn the sale of the whole or any part of the said bonds and stock from time to time in its or their discretion, and may make all necessary deliveries and transfers to the purchaser or purchasers, discharged from all and every the trusts hereby created, and without liability on the part of the purchaser to see to the application of the purchase-money. After deducting from the proceeds of such sale or sales the cost and expenses thereof, or which may have been necessarily incurred thereby, and enough to indemnify itself or themselves for all advances which may have been made, and against all liabilities which may have been incurred in the execution of this trust, as well as a reasonable compensation for its or their own services; the said party of the second part or its successors in trust shall apply the residue of the said proceeds, or so much thereof as may be necessary, to or towards the payment and discharge, with *pro rata* equality, of the principal and interest which shall then be due and unpaid upon all and singular of the said bonds issued by the party of the first part hereunder, and then remaining outstanding and unpaid, and without preference of interest over principal or principal over interest, and so that no priority or preference shall be given to any bond which shall have been issued under and be secured by this indenture, and be then due and outstanding over any other bond so issued and secured; and if any surplus of such moneys shall thereafter remain, then the said party of the second part or its successors in trust shall pay over such balance of the trust funds in its or their hands, and transfer and assign any residue of the trust estate or property, unto
150 the said party of the first part, its successors or assigns.

Any and every sale of bonds or stock made pursuant to the foregoing power shall absolutely bar and foreclose all right, interest and equity of redemption of the party of the first part in or to the bonds and stock so sold; and it is hereby expressly understood and agreed, that in the event of any sale of the pledged bonds or stock

pursuant to the provisions of this article, the party of the second part or its successors in trust, may declare the principal of all the bonds issued by the party of the first part hereunder, and then unpaid and outstanding, to be due and payable forthwith, and thereupon the same shall become immediately due and payable, anything in the said bonds contained to the contrary thereof notwithstanding. And if it shall occur that after the exhaustion of all the property and assets hereby pledged as a security for the payment of the said bonds, or which are subject to the provisions of this trust, there shall be a deficiency in the payment of the principal or interest due on any of the bonds issued and authenticated under this indenture, then the said party of the second part and its successors in trust is and are hereby authorized to take such further proceedings in law or equity as it or they may be advised to recover the same.

Tenth. In case of the resignation, insolvency, neglect or incapacity to act, of the said party of the second part or any successor in this trust, the holders of a majority in interest of the bonds issued hereunder, then outstanding, may select or designate some other trust company or corporation authorized to hold and execute trusts of this nature, and the company or corporation so selected shall be thereupon entitled to receive and hold the deposited bonds and stock funds and other assets belonging to this trust, upon the trusts herein mentioned and declared, and shall have all the rights and powers, and be subject to all the duties expressed in this indenture. In case of a failure of the bondholders to fill such vacancy in the manner above prescribed, the president for the time being of the party of the first part, shall make a temporary appointment
151 for such vacancy, which shall continue until the holders of a majority in interest of said outstanding bonds shall have designated a new trustee to act hereunder. When the holders of a majority in interest of the said outstanding bonds shall by an instrument in writing, executed by themselves or their attorneys-in-fact, designate a new trustee under this indenture, the estates, powers, rights and privileges of any trustee hereunder under any such temporary appointment shall immediately cease and determine and be transferred to and vest in the new trustee so designated, and thereafter such new trustee shall hold such estates, rights, powers and privileges, with like effect as if it had been designated as the party of the second part hereunder.

Eleventh. Any and all costs, charges and expenses incurred in, or in respect of, or in connection with the execution of this trust by or on behalf of the said party of the second part, or its successors in this trust, or for which the said party of the second part, or its successors in trust shall be or become in anywise liable or responsible, shall be borne and defrayed by the said party of the first part, and said party of the first part undertakes, covenants and agrees for itself, and its successors and assigns, that it and they will, upon demand, pay all such costs, charges and expenses, in-

cluding therein just and reasonable compensation to said party of the second part or its successors in trust for such services as it or they may be called upon to render in or about or in respect of the trust hereby created.

Twelfth. The party of the second part hereby accepts the trusts created and declared by this indenture, and shall and will, at the request of the party of the first part, certify the bonds intended to be hereby secured, and deliver the same to the party of the first part, to be by it issued. But it is hereby expressly understood and agreed that neither the said party of the second part, nor any successor in the trust hereby created shall incur any re-
152 sponsibility or liability whatever, by reason of permitting or allowing the said party of the first part to exercise the rights, privileges and authority hereinbefore reserved to said party of the first part in regard to the securities that may under the terms hereof become subject hereto; and it is hereby further provided that neither the party of the second part, nor any successor in the trust hereby created, shall incur any responsibility or liability whatever, except for the negligent, willful or intentional breaches by such trustee of the trust herein expressed and contained; and neither the said party of the second part, nor any successor in this trust shall at any time be bound or required to undertake any proceeding at law or in equity, or otherwise, for the protection of the bondholders, involving expenditures of or liability for the payment of money, unless, if it shall see fit to require it, adequate indemnity against such liability or outlay be furnished by the bondholders asking such action or proceeding.

Thirteenth. The said party of the first part shall, from time to time, execute any further instruments or assurances necessary or requisite to carry out the purposes hereof.

Fourteenth. If the principal and interest upon the bonds issued by the party of the first part hereunder and intended to be secured hereby, shall be paid to the holders thereof, when and as the said principal and interest shall become due, according to the tenor and effect of the said bonds and in accordance with the provisions of this indenture, then the said party of the second part or its successors in this trust, upon the delivery thereof to it, shall cancel and destroy the said bonds; and thereupon all the securities and stock hereby pledged or agreed to be pledged which shall then remain in the hands of the said trustee, and any residue of the trust estate or property, shall at once be transferred to the said party of the first part, its successors or assigns, and upon such trans-
153 fer the said trustee shall be thenceforth discharged from further duties under this trust.

In witness whereof, the parties hereto have caused their corporate names to be subscribed hereto by their respective presidents or vice-presidents, and their several corporate seals, attested by their secre-

taries, to be hereunto affixed on the day and year first above written.

ILLINOIS CENTRAL RAILROAD COMPANY,

[CORPORATE SEAL.] By STUYVESANT FISH, *President.*

Attest: A. G. HACKSTAFF, *Secretary.*

UNITED STATES TRUST COMPANY OF NEW YORK,

[CORPORATE SEAL.] By JOHN A. STEWART, *President.*

Attest: H. L. THORNELL, *Secretary.*

154 STATE OF NEW YORK, }
City and County of New York, } *ss:*

Be it remembered, that on this 31st day of October, in the year one thousand eight hundred and ninety-two, before me, George H. Taylor, a commissioner of deeds of the State of Illinois in and for the State of New York, and notary public for New York county aforesaid, personally appeared Stuyvesant Fish, president of the Illinois Central Railroad Company, and A. G. Hackstaff, secretary of the same company, personally known to me to be the same persons whose names are subscribed to the foregoing instrument as having executed the same, and acknowledged that they signed, sealed, and delivered the said instrument as their free and voluntary act and deed, and the free and voluntary act and deed of said company, for the uses and purposes therein set forth. And the said Stuyvesant Fish and A. G. Hackstaff, being by me duly sworn, they did depose and say: That they were the above-described officers of said company; that the seal affixed to the foregoing instrument, purporting to be the corporate seal of said company, was such corporate seal; that it was affixed thereto by order of the board of directors of said company, and that they signed their names thereto by the like order as the president and secretary of the said company respectively. And on the same day before me also personally appeared John A. Stewart, president, and H. L. Thornell, secretary, of the United States Trust Company of New York, personally known to me to be the same persons whose names are subscribed to the foregoing instrument as having executed the same on the part and behalf of the last-named company, and acknowledged that they signed, sealed and delivered the said instrument as their free and voluntary act and deed, and the free and voluntary act and deed of the last-named company, for the uses and purposes therein set forth. And the said John A. Stewart and H. L. Thornell, being by me duly sworn, they did depose and say: That they were the president and secretary respectively of the United States Trust
155 Company of New York; that the seal affixed to the foregoing instrument purporting to be the corporate seal of said trust company was such corporate seal; that it was affixed thereto by order of the board of trustees of said company, and that they

signed their names thereto by the like order as the president and secretary of the said company respectively.

In witness whereof, I have hereunto set my hand and affixed my official seals this 31st day of October, in the year one thousand eight hundred and ninety-two.

GEORGE H. TAYLOR,
Commissioner for the State of Illinois in New York and Notary Public for New York County, N. Y.

[OFFICIAL SEAL.]
[OFFICIAL SEAL.]

156 *Lease of* 1888.

This indenture, made the 31st day of March, A. D. 1888, by and between the Yazoo and Mississippi Valley Railroad Company, a corporation created under the laws of the State of Mississippi, herein designated as party of the first part, and the Illinois Central Railroad Company, a corporation created under the laws of the State of Illinois, hereinafter designated as the party of the second part, witnesseth:

1. That for the considerations hereinafter mentioned, the said The Yazoo and Mississippi Valley Railroad Company, party of the first part aforesaid, being thereunto duly authorized by law and also by the action of its executive committee and its stockholders, doth hereby demise and lease to the Illinois Central Railroad Company, party of the second part aforesaid, the railroad and the telegraph line of the party of the first part which are now built and in operation, consisting of its railroad extending from its junction with the Chicago, St. Louis and New Orleans railroad at or near Jackson, in the county of Hinds, and State of Mississippi, thence through Yazoo City to Parsons, in the State of Mississippi, and also the railroad extending from Tchula junction through Lexington to Durant, Mississippi, in all one hundred and forty miles of railroad, more or less (it being all the railroads which the party of the first part has now in operation), including the road-bed, superstructure and rights of way of the railroads aforesaid, and the side tracks, spurs, bridges, station-
157 houses and station grounds, engine-house and grounds, ware-houses and grounds, turn-tables, water tanks, fences, and all other buildings or structures, fixtures, tools, or appurtenances of, in or to the said railroads belonging, which are now owned by the party of the first part.

Including also the engines and cars and other rolling stock of every description now owned by the party of the first part, and all and singular the easements, servitudes, hereditaments and appurtenances of said railroads and the right and franchise to use, operate and enjoy said divisions or parts of the railroad system which the party of the first part is by its charter authorized to build or acquire, being all that it has up to this time built or acquired and put in operation. Including also the franchise and right, as authorized and granted by its said charter, to fix, demand and collect toll

or charges for transporting passengers and freight, mail or express matter thereon, as fully as the party of the first part could under its charter do. Including also the exemption from taxation of the leased premises aforesaid under the provisions of said charter. Together with all the telegraph line, poles, wires, batteries and all its fixtures and appurtenances which are now owned and operated by the party of the first part along said railroads or elsewhere. (But this lease does not include or encumber any part or division of the railroad or telegraph line, or their appurtenances, which the party of the first part may hereafter build or acquire; or any of its lands which are now owned except those which are appurtenant to the leased premises and used as rights of way or station grounds, or which are situated within one hundred feet from the centre of the main or side tracks of the railroads so leased as aforesaid; or any of its charter rights, privileges, powers, exemptions or fran-
158 chises, except such as are necessary to the full enjoyment, use, control or dominion of the leased premises aforesaid by said lessee during the term of this lease.)

To have and to hold the leased premises aforesaid, with the appurtenances, unto the party of the second part aforesaid, and its successors, from the date of this indenture until and to the first day of June, A. D. nineteen hundred and fifty-two (1952).

2. And the party of the first part covenants that it will at any and at all times during the continuance of this lease, upon the reasonable request of the party of the second part, do all acts, and sign, seal, acknowledge and deliver all such further or other papers, deeds, transfers or agreements which are or may be necessary to assure and make certain unto said party of the second part the leased premises aforesaid and the possession, use, and enjoyment of every part thereof for and during the full term of this indenture.

3. And the party of the second part hereby covenants and agrees, that it will, during the term that this indenture may continue in force, operate said leased railroads and telegraph lines in compliance with the charter of the party of the first part, and will indemnify and hold harmless the said party of the first part from all and every of the liabilities or penalties which may arise from or be founded on its acts or omissions as such lessee in the use of the leased premises in anywise whatsoever; and at the termination of this lease will surrender and restore the possession and control of the leased premises to the party of the first part in as good condition as
159 the same now are, and that as to anything included in this lease, which from any cause cannot be returned in as good condition as it now is, it will replace the same by one as good as the one which it receives under this lease.

4. The party of the second part further covenants and agrees that it will pay to the party of the first part the net earnings of said leased premises, semi-annually, to wit, on the first days of June and December in each year, and that said net earnings shall amount to at least one hundred thousand dollars per annum during the continuance of this lease, and that in case said net earnings do not amount to said last-mentioned sum it will pay such an amount in

addition to such year's net income as shall, together with such net income, amount to the sum of one hundred thousand dollars for that year.

5. It is covenanted and agreed by both parties hereto that this lease may be terminated upon six months' written notice by either party to the other of its desire to end the same; and at the time so fixed in said notice, if the same be six months or more from the time of the service thereof on the other party, this lease shall be as fully determined and ended as if said date was herein declared to be the end of the term of this lease.

6. The covenants and agreements hereinbefore set out are not only in behalf of and by the respective parties hereto, but also in behalf of and binding on their successors, respectively, whether the same be so expressed in each covenant or not.

160 In witness whereof, the Yazoo and Mississippi Valley Railroad Company and the Illinois Central Railroad Company have hereunto set their respectives names and common seals, this the day and date first above written.

THE YAZOO AND MISSISSIPPI VALLEY RAILROAD COMPANY,
By STUYVESANT FISH,
[SEAL.] *President.*

Attest: JOHN ANTHON, *Secretary.*

ILLINOIS CENTRAL RAILROAD COMPANY,
By STUYVESANT FISH,
[SEAL.] *President.*

Attest: A. G. HACKSTAFF, *Secretary.*

161 STATE OF NEW YORK, }
City and County of New York, } *ss.:*

Be it remembered that on this 10th day of April, A. D. 1888, before me, William H. Clarkson, a commissioner of the State of Mississippi, in and for the State of New York, residing in said city of New York, and notary public for New York county, personally appeared the foregoing-named Stuyvesant Fish, president of the Yazoo and Mississippi Valley Railroad Company, and John Anthon, secretary thereof, who acknowledged that they signed, sealed and delivered the foregoing instrument, on the day and year therein named, as their voluntary act and deed, and the voluntary act and deed of said company.

And the said Stuyvesant Fish and John Anthon, being duly sworn, deposed and said that they were the above-described officers of said company, that the seal affixed to the foregoing instrument purporting to be the corporate seal of said company was such corporate seal, that it was affixed thereto by order of the executive committee and the stockholders of said company, and that they signed their names thereto by the same authority as the president and secretary of said company respectively. And on the same day

before me also personally appeared the said Stuyvesant Fish, as the president, and A. G. Hackstaff, secretary, of the Illinois Central Railroad Company, who acknowledged that they signed, sealed and delivered the foregoing instrument as their voluntary act and deed as such officers of said company, and the voluntary act and deed of said company.

And the said Stuyvesant Fish and A. G. Hackstaff, being by me first duly sworn, they did depose and say, that he the said
162 Stuyvesant Fish was the president of the said Illinois Central Railroad Company, that he the said A. G. Hackstaff was the secretary of the same company, that the seal affixed to the foregoing instrument was the corporate seal of said company, that it was affixed thereto by order of the board of directors of said company, and that they signed their names thereto by the like order as the president and secretary of said company respectively.

Witness my hand and official seals.

[Commissioner's Seal.]

WILLIAM H. CLARKSON,
Commissioner for the State of Mississippi in New York and Notary Public for New York County, N. Y.

[NOTARY'S SEAL.]

163 The plaintiff proposes to show who the stockholders were in the Y. & M. V. R. R. at the time of the lease. In other words, *they* propose- to show that the Y. & M. V. R. R. was the Illinois Central R. R. Co.

The plaintiff offers the list of stockholders of the Y. & M. V. R. R. Co. at the time of the lease, which is on the 31st of March, 1888, which is marked Exhibit "A," and is in words and figures following, to wit:

List of Stockholders of the Yazoo & Mississippi Valley R. R. Co. at the Close of Business March 31, 1888.

Neely, R. P.	1	
Elliott, John	1 #	
Fish, Stuyvesant	1 #	
Schreiber, Adolphe	1	
McConnico, S. B.	1	
Shepherd, R. C.	1	# Stockholders in Illinois Central R. R. Co. at above date.
Illinois Central R. R. Co.	4,993	
Luttgen, Walther	1 #	
Harriman, E. H.	1 #	
Cruger, S. V. R.	1 #	
Webster, Sidney	1 #	
Harriman, Oliver	1 #	
Goelet, Robert	1 #	

I hereby certify that the foregoing is a correct list of the shareholders of the Yazoo & Mississippi Valley Railroad Company, registered on the company's books at the close of the 31st day of March,

1888, with the amount of stock then standing in their names respectively.

[SEAL.] A. G. HACKSTAFF,
Secretary Y. & M. V. R. R. Co.

The plaintiff introduced the minutes of meeting of stockholders and directors of the Y. & M. V. R. R. Co. held Oct. 4, 1893, directly after the consolidation, marked Exhibit "B."

Objected to on the ground that it is incompetent and immaterial.

Said Exhibit "B" is in words and figures following, to wit:

At a regular meeting of the stockholders of the Yazoo & Mississippi Valley Railroad Company, held at their office in New Orleans on Wednesday, 4th October, 1893, at 11.30 o'clock a. m., due notice of said meeting having been given by the secretary of said company in accordance with article I of the by-laws, the following proceedings were had:

164 Maj. J. M. Edwards was called to the chair and R. S. Charles appointed secretary of the meeting.

On motion, the chaid appointed R. S. Charles teller to ascertain and report how much and what stock was present and represented at this meeting.

The teller, after due inspection, reported that there were present in person and by proxy 51,307 shares of the capital stock of the company, all of which were entitled to vote, as follows:

	Shares.
J. M. Edwards	1
Walther Luttgen	1
C. A. Peabody, Jr.	1
Stuyvesant Fish	2
E. H. Harriman	1
J. T. Harriman	1
R. C. Shepherd	1
J. W. Auchincloss	1
Financial Imp't Co.	479
Illinois Central R. R. Co.	6,418
W. C. Craig	1
Mississippi Valley Co.	44,399
S. V. R. Cruger	1
Total	51,307 shares.

Whereupon the chair declared a quorum to be present, and the meeting organized for business.

The temporary chairman and secretary were then made permanent officers of the meeting.

The secretary submitted a record of the proceedings of the stockholders, board of directors, and executive committee held during the past year, as follows:

Stockholders, held	in New Orleans	on 29 Oct.,	1892.
Board of directors,	" do.	" 30 Nov.,	"
Executive committee,	" New York	" 5 Jan.,	"
Board of directors,	" do.	" 3 M'ch.	"
Do.	" do.	" 13 Apr.,	"
Stockholders,	" Memphis	" 25 May,	"
Board of directors,	" New York	" 21 June,	"
Stockholders,	" Memphis	" 1 Aug.,	"
Board of directors,	" New York	" 20 Sept.,	"

The aforesaid minutes, acts, and doings of the stockholders, board of directors, and executive committee having been read, it was, on motion, unanimously

Resolved, That all and singular the acts and doings, resolutions, and votes of all of said meetings, as shown by the record book before this meeting, and each of them, be, and the same are hereby, ratified, approved, and confirmed.

On motion, it was

Resolved, That this meeting do now proceed to the election of four directors, to serve for three years and until their successors are elected and qualified, in place of Messrs. Fish, Craig, Peabody, and Schreiber, whose terms expire this day.

The chair appointed R. S. Charles teller to receive and count the votes.

The election having been held, the teller reported that the following votes had been cast for the persons named below:

Stuyvesant Fish	51,307	votes.
W. C. Craig	51,307	"
C. A. Peabody, Jr.	51,307	"
Albert Baldwin	51,307	"

Whereupon the chair declared the above-named gentlemen had been unanimously elected directors of this company to serve until the first Wednesday of October, 1896, and until their successors are duly elected and qualified.

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It was also, on motion,

Resolved, That Major J. M. Edwards be, and he is hereby, duly elected a director to fill the unexpired term of Gen. R. P. Neely, in class of 1895, Gen. Neely having resigned.

On motion, the meeting adjourned.

R. S. CHARLES, *Secretary.*

I hereby certify that the foregoing is a true and correct copy of the minutes of the meeting of the stockholders of the Yazoo & Mississippi Valley Railroad Company held at their office in New Orleans, on Wednesday, 4th Oct., 1893.

[SEAL.] A. G. HACHSTAFF,
Secretary Yazoo & Mississippi Valley Railroad Co.

The plaintiff offers in evidence a list of the stockholders and officers of the Miss. Valley Company on the 14th of October, 1892, which is marked "C."

Objected to.

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EXHIBIT "C."

THE MISSISSIPPI VALLEY COMPANY,
OFFICE OF THE SECRETARY,
McCOMB CITY, MISS., *June 28th*, 1894.

The stockholders of the Mississippi Valley Company on the 14th day of October, 1892, were:

Illinois Central Railroad Company	5,910	shares.
E. P. Skene	10	"
E. H. Harriman	10	"
Stuyvesant Fish	10	"
J. W. Auchencloss	10	"
W. Luttgen	10	"
S. V. R. Cruger	10	"
O. Harriman	10	"
J. C. Willing	10	"
Heber Craft	10	"
	6,000	"

I certify to the correctness of the above statement as shown by the books of the Mississippi Valley Co.

[SEAL.] HEBER CRAFT, *Secretary.*

The officers of the Mississippi Valley Co. on the 14th day of October, 1892, were:

Stuyvesant Fish, president.
J. C. Willing, vice-president.
R. S. Charles, treasurer.
Heber Craft, secretary.

The directors of the Mississippi Valley Co. on the 14th day of October, 1892, were:

Stuyvesant Fish, J. C. Willing, E. H. Harriman, O. Harriman, E. P. Skene, S. V. R. Cruger, W. Luttgen, J. W. Auchencloss, Heber Craft.

I certify to the correctness of the above statement as shown by the books of the Mississippi Valley Co.

[SEAL.] HEBER CRAFT, *Secretary.*

The plaintiff introduces in evidence a list of the stockholders and officers of the original Y. & M. V. R. R. Co. and at the same time a list of the directors of the Y. & M. V. R. R. Co., which is marked Exhibit "D," from Jan. 1st to Oct. 25th, 1892.

Objected to.

EXHIBIT "D."

Yazoo & Mississippi Valley Railroad Company.

166 *List of Directors from June 1 to Oct. 25, 1892.*

Oliver Harriman, to Oct. 15, '92.
Chas. A. Peabody, Jr., elected Oct. 15, '92.
Stuyvesant Fish.
Adolphe Schreiber.
W. C. Craig.
John W. Auchincloss.
Walter Luttgen.
Edward H. Harriman.
John Anthon (dec'd July, 1892; vacant July, '92, to Oct. 15, '92).
J. T. Harrahan, elected Oct. 15, '92.
S. V. R. Cruger.
R. P. Neely.
R. C. Shepherd.
J. C. Willing.
Vice-president, J. C. Willing.
General manager, office abolished; duties performed by second vice-president, J. T. Harahan.

The list of stockholders is here offered in evidence, which is marked Exhibit "E."
Objected to.

EXHIBIT "E."

List of Stockholders of the Yazoo & Mississippi Valley R. R. Co. at Close of Business Oct. 24, 1892.

Neely, R. P.	1
Fish, Stuyvesant	1
Schreiber, Adolphe	1
McConico, S. B.	1
Shepherd, R. C.	1
Illinois Central R. R. Co.	6,421
Luttgen, Walther	1
Harriman, E. H.	1
Cruger, S. V. R.	1
Auchincloss, Jno. W.	1
Craig, W. C.	1
Weiling, J. C.	1
Peabody, Jr., Chas. A.	1
Harrahan, J. T.	1

I certify that the foregoing is a correct list of the stockholders of the Yazoo & Mississippi Valley Railroad Company registered on the company's books at the close of the 24th day of October, 1892, with the amount of stock then standing in their names respectively.

A. G. HACKSTAFF,
Secretary Y. & M. V. R. R. Co.

[SEAL.]

The plaintiff introduces in evidence the minutes of the meeting of the board of directors of the 18th of October, 1893, of the Y. & M. V. R. R. Co., showing who the officers were, and that on motion that these officers were elected to serve without salary, and that they are the same officers that the I. C. R. R. Co. has, marked Exhibit "F."

Objected to.

EXHIBIT "F."

At a duly called meeting of the board of directors of the Yazoo & Mississippi Valley Railroad Company held at the company's office in Chicago, Illinois, on Wednesday, the 18th day of October, 1893.

Present: Messrs. Fish (president), Peabody, Auchincloss, Luttgen, E. H. Harriman, Cruger, and Welling—7.

The minutes of the meeting of the board of directors held
167 in New York September 20, 1893, were read and approved.

On the written recommendation of the president, it was, on motion—

Resolved, That on and after December 1, 1893, $2,000 be taken monthly from the earnings of the railway and credited to insurance fund; that said fund be invested from time to time as the board may direct, and that all losses by fire be charged against said fund.

The president read a communication addressed by him to the board under date of Sept. 23, 1893, transmitting the annual report of the second vice-president, covering the operations of the Yazoo & Mississippi Valley railroad for the 8 months ended June 30, 1893.

On motion, the papers were placed on file.

On motion, the board proceeded to the election of officers, to serve without salary.

The following-named gentlemen were placed in nomination:

Stuyvesant Fish for president.
J. C. Welling " vice-president.
E. T. H. Gibson " treasurer.
A. G. Hackstaff " secretary.

Each of whom, having received five votes, was thereupon declared duly elected.

On motion, it was—

Resolved, That the action of the president in appointing Mr. J. F. Titus local treasurer of the company at Chicago is hereby ratified and approved.

On motion, it was—

Resolved, That Joseph F. Titus be, and he is hereby, appointed agent of the Yazoo & Mississippi Valley Railroad Company, to receive and to receipt for all moneys due or to become due to said company from the United States of America, and to endorse on behalf of said company all United States Treasury drafts and United States warrants which shall be payable to said company in respect therefore.

On motion, it was—

Resolved, That Joseph F. Titus be, and he is hereby, appointed agent of the Yazoo & Mississippi Valley Railroad Company to receive and receipt for all moneys due or to become due said company for the transportation of the United States mails, and to endorse, on behalf of said company, all post-office warrants or other drafts payable to said company in respect of said service.

The meeting then adjourned.

I hereby certify that the foregoing is a true and correct copy of the minutes of the meeting of the board of directors of the Yazoo & Mississippi Valley Railroad Company held at the company's office in Chicago, Illinois, on Wednesday, the 18th day of October, 1893.

A. G. HACKSTAFF,
Secretary Yazoo & Mississippi Valley Railroad Co.

The plaintiff offers in evidence the charter of the Mississippi Valley Company, showing that they were required to have a certain number of directors, and that each director was required to have ten shares of stock, and that the I. C. R. R. Co. owned that stock, and that they were the exact number that it made it necessary for them to have to hold office, which is marked Exhibit "G."

Objected to.

(See charter book for Exhibit "G.")

168 The plaintiff offers in evidence the minutes of the Y. & M. V. R. R. Co. on the 1st day of August, 1893, which is marked Exhibit "H" and which is objected to by the defense.

EXHIBIT "H."

MEMPHIS, TENN., *August 1st*, 1893.

The meeting of the stockholders of the Yazoo & Mississippi Valley Railroad Company was held at the company's office, in the city of Memphis, Tenn., on this the first day of August, 1893, under the call of the president.

Upon motion, J. M. Edwards was elected chairman and G. W. McGinnis, secretary.

The chairman submitted the call for this meeting in following words and figures, to wit:

The Yazoo & Mississippi Valley Railroad Company.

Notice is hereby given that a meeting of the stockholders of the Yazoo & Mississippi Valley Railroad Company will be held at the office of the company, in the city of Memphis, State of Tennessee, on Tuesday, the first day of August, 1893, at 11 o'clock in the forenoon, for the purpose of taking action with reference to the execution by said company of the following indentures:

1. A mortgage to the United States Trust Company to secure twenty-eight thousand four per cent. gold bonds for the total sum

of twenty-five millions of dollars issued or to be issued by the Illinois Central Railroad Company, dated Sept. 1, 1892, and payable Nov. 1, 1953.

2. An indenture supplemental to the second mortgage, dated August 26, 1886, made by the Louisville, New Orleans & Texas Railway Company to the Union Trust Company of New York.

And to act upon any other matters incidental to the foregoing that may come before the meeting.

By order of the president.

Witness my hand this 26th day of May, A. D. 1893.

ALEXANDER G. HACKSTAFF, *Secretary.*

And the following certificates of publication of the call, showing that due notice of the meeting and its object had been given according to law:

NASHVILLE, TENN., *July* 28, 1893.

I, William E. McNeilly, secretary of the American Publishing Company, publisher of the American, a daily newspaper published at Nashville, Tennessee, do hereby certify that the attached advertisement notice of stockholders' meeting of the Yazoo & Mississippi Valley R. R. Company to be holden on August 1, 1893, has appeared every day in the said newspaper, beginning May 30, 1893, to date, and is still standing to appear on the 29th and 30th days of July instant, as per bill attached, which is the proper and correct charge therefor, to wit, $64.00.

W. E. McNEILLY,
Secretary American Pub. Co.

STATE OF TENNESSEE, }
Knox County. }

Personally appeared before me, Walter McCoy, a notary public for said county, H. C. Story and made oath that the attached notice was published in the Knoxville Tribune (a daily newspaper published at Knoxville, Tenn.) for sixty days.

H. C. STORY,
Mgr. Tribune.

Subscribed and sworn to before me this 28th day of July, 1893.

WALTER McCOY, *N. P.*

MEMPHIS, TENN., *July* 31, 1893.

I certify that the accompanying notice has been published in the editions of the Memphis Daily Commercial as follows:

Beginning May 30, 1893, and daily to and including July 30, 1893.

W. G. HOLMES,
Bus. Manager.

Sworn to before me this 31 day of July, 1893.

W. Y. THOMPSON,
Notary Public.

169 STATE OF MISSISSIPPI, }
Warren County. }

Personally appeared before the undersigned, a justice of the peace in and for said county and State, T. W. Campbell, acting secretary and treasurer of the Vicksburg Printing and Publishing Company, a corporation, who, being duly sworn, says that said company is the publisher of a newspaper called the "Vicksburg Daily & Weekly Commercial Herald," published in the city of Vicksburg, county and State aforesaid; that the notice of Yazoo & Mississippi Valley Railroad Company, a copy of which is attached above, was published in said paper successively in the dates and numbers following, to wit:

On the 28, 29, 30 days of June, 1893, Nos. 152, 153, 154.

On the 1st, 2nd, 4th, 5th days of July, 1893, Nos. 155, 156, 157, 158.

On the 6th, 7th, 8th, 9th, 10th days of July, 1893, Nos. 159, 160, 161, 162, 163.

On the 12th, 13th, 14th, 15th, 16th days of July, 1893, Nos. 164, 165, 166, 167, 168.

On the 18th, 19th, 20th, 21st, 22nd days of July, 1893, Nos. 169, 170, 171, 172, 173.

On the 23d, 25th, 26th, 27th, 28th days of July, 1893, Nos. 174, 174, 176, 177, 178.

T. W. CAMPBELL.

Sworn to and subscribed before me this the 31st day of July, 1893.

W. A. MURCH,
Justice of the Peace.

STATE OF MISSISSIPPI, }
Warren County. }

I, W. A. Murch, a justice of the peace in and for said county, do hereby certify that T. W. Campbell produced the newspaper called the "Vicksburg Daily Commercial Herald" before me, and having examined and compared the copy of the advertisement above attached and mentioned in the affidavit of said T. W. Campbell, find it to be a correct and true copy of the one published in said newspaper, and that it was published in the numbers following, to wit:

Nos. 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178.

Given under my hand and seal this 31st day of July, 1893.

W. A. MURCH,
Justice of the Peace.

THE STATE OF MISSISSIPPI, }
Coahoma County. }

Personally appeared before me, J. P. Reilly, of the county of Coahoma, State of Mississippi, Geo. W. Sanderson, the proprietor and publisher of the public newspaper printed and published in the town of Clarksdale, in the county and State aforesaid, called the "Clarksdale Banner," who, being duly sworn, deposed and said that the publication of the notice, of which a true copy is hereto affixed,

has been made in said paper for the period of five weeks consecutively, to wit:

In No. 41, dated the 30th of June, 1893.
In No. 42, " " 7th " July, 1893.
In No. 43, " " 14th " " "
In No. 44, " " 21st " " "
In No. 45, " " 28th " " "

GEO. W. SANDERSON, *Publisher.*

Sworn to and subscribed before me this 29th day of July, 1893.

J. P. RILEY, *J. P.*

170 The chairman submitted the list of shareholders and stock held by each as of record at close of business on the 20th of July, 1893, as certified by the secretary of the company.

G. W. McGinnis and G. W. Wise were appointed a committee to ascertain what stock was represented in person or by proxy. They submitted the following report:

AUGUST 1, 1893.

To the chairman and members of the meeting of stockholders of the Y. & M. V. R. R. Co., now in session at the company's office in Memphis:

Your committee, appointed to ascertain what shareholders of this company are present here, either in person or by proxy, beg leave to report that the following persons are present, in person or by proxy, viz:

G. W. McGinnis.....	1	share	in person.
Board of supervisors of Bolivar Co, Miss	1,500	"	Represented by G. W. Wise, pres't.
And Stuyvesant Fish.....	2	"	Each of whom are represented by their attorney-in-fact, Jas. M. Edwards.
Adolphe Schreiber.....	1	"	
R. G. She-herd..	1	"	
Walther Luttgen.	1	"	
E. H. Harriman	1	"	
S. V. R. Cruger....	1	"	
Jno. W. Auchincloss...	1	"	
W. C. Craig	1	"	
Chas. A. Peabody, Jr	1	"	
J. T. Harrahan.....	1	"	
J. C. Welling.....	1	"	
J. C. Inches.....	100	"	
Illinois Central Railroad Company	6,420	"	
Mississippi Valley Co.....	44,399	"	

Total number of shares present, in person or by proxy, 52,432.

G. W. WISE.
G. W. McGINNIS.

The chairman announced that the report of the committee showed 52,432 shares of stock represented, in person or by proxy, out of a total of 54,934 shares, and that the meeting was duly organized and ready for business.

The chairman submitted to the stockholders for their consideration the draft of a mortgage which, as he said, had been prepared by the counsel of the company and approved by the directors, intended to secure the payment of twenty-eight thousand four per cent. gold bonds of the Illinois Central Railroad Company for the total amount of twenty-five millions of dollars.

The said draft having been read, Mr. McGinnis offered the following:

Whereas by the act of the legislature of Mississippi approved February 17, 1882, "incorporating the Yazoo & Mississippi Valley Railroad Company and declaring its powers," the said company was expressly authorized to execute a mortgage or mortgages and trusts to secure bonds or obligations of other railroad companies, or to endorse the bonds of any other railroad company or companies, or in any other manner to guarantee such bonds and secure the same by a mortgage or mortgages on its own property and franchises, then owned or thereafter to be acquired, as fully as it could do if the bonds were issued by it; and

Whereas it was further provided in said act that said company might consolidate with any other railroad company in or out of the State of Mississippi upon such terms as the consolidating companies might agree, and that upon any such consolidation the consolidated companies should have and enjoy all the property, rights, privileges, powers, liberties, immunities, and franchises therein granted; and

Whereas by articles of consolidation made the 24th day of
171 October, A. D. 1892, the Louisville, New Orleans & Texas Railway Company, a corporation of the States of Tennessee, Mississippi, and Louisiana, became consolidated with the said Yazoo & Mississippi Valley Railroad Company, and the stock, property, franchises of said two corporations were thereby united or merged in one single corporation, under the corporate name of the Yazoo & Mississippi Valley Railroad Company; and

Whereas in the said articles of consolidation it was, among other things, agreed that said consolidated company should be, and the same was thereby, authorized and empowered, in such manner and upon such conditions as are permitted by law, to issue its bonds and secure the same, as well as all bonds theretofore issued by either of the constituent companies, or that had been theretofore or might be thereafter issued by any other railroad company, by mortgage or deed of trust upon all or any of its railroad, rights, franchises, and property, real or personal, wherever the same might be situated, and whether the same might be owned by the said company at the time said consolidation was effected or might be thereafter acquired, and might also exercise any and every other corporate right or power then vested in or which might have been theretofore lawfully exercised by either of said constituent companies; and

Whereas on the first day of September, A. D. 1892, the Illinois

Central Railroad Company, a corporation created, organized, and existing under and by virtue of the laws of the State of Illinois, did enter into an indenture with the United States Trust Company of New York, by which indenture the said railroad company, being the owner of a large amount of the bonds and stocks of the said Louisville, New Orleans & Texas Railway Company, did deposit and pledge the same with and to the said trust company to secure an authorized issue of twenty-eight thousand of its four per cent. gold bonds, such bonds being for the total sum of twenty-five millions of dollars; and

Whereas it is now deemed advisable and expedient in the interest of this company, as the successor or assignee of the said Louisville, New Orleans & Texas Railway Company, by virtue of such consolidation, that it should now secure the said twenty-eight thousand four per cent. gold bonds issued by the said Illinois Central Railroad Company by a mortgage or deed of trust in the form submitted to the stockholders at this meeting:

Now, therefore, it is resolved that in pursuance of the powers originally given to the said Yazoo & Mississippi Valley Railroad Company, and afterwards expressly adopted and agreed to in the said articles of consolidation, a mortgage or deed of trust shall be executed and delivered by this company, through its proper officers, to the United States Trust Company of New York to secure the said twenty-eight thousand four per cent. gold bonds of said Illinois Central Railroad Company in the form following:

(Here follows mortgage.)

The stock vote being taken on these preambles and the resolution, all of the stock represented voted aye, G. W. Wise, for Bolivar county, Mississippi, holding 1,500 shares, qualifying his vote to the extent that the bonds be payable in lawful money instead of in gold. More than three-fourths of all the stock having voted aye without qualification, the chairman declared the resolution adopted.

The chairman submitted to the stockholders for their consideration an indenture supplemental to the second mortgage made by the Louisville, New Orleans & Texas Railway Company to the Union Trust Company of New York, which bore date of August 26, 1886. The said indenture was read, being of the tenor following:

(Here follows supplemental mortgage.)

The stockholders were informed that the said supplemental mortgage has been approved by the board of directors at a meeting held in the city of New York April 13, 1893, and that the president or vice-president and secretary of this company had been authorized by the board, for and in behalf of this company and as its act and deed, to affix the corporate seal of the company to the said
172 mortgage or deed of trust, and to duly execute, attest, acknowledge, and deliver the same.

Mr. G. W. McInnis offered the following:

Resolved, That the action taken by the board of directors be ap-

proved and the execution and delivery of the said supplemental mortgage to the Union Trust Company of New York be, and the same is hereby, approved, ratified, and confirmed.

The stock vote being taken on this resolution, all of the stock represented voted aye, G. W. Wise, for Bolivar county, Mississippi, holding 1,500 shares, qualifying his vote to the extent that the bonds be payable in lawful money instead of in gold. More than three-fourths of all the stock having voted aye, without qualification, the chairman declared the resolution adopted.

No further business being presented for consideration, the meeting of stockholders, on motion of G. W. Wise, adjourned.

G. W. McINNIS,
Secretary of the Meeting.

J. M. EDWARDS, *Chairman.*

I hereby certify that the foregoing is a true and correct copy of the minutes of the meeting of the stockholders of the Yazoo & Mississippi Valley Railroad Company held at the company's office, in the city of Memphis, Tenn., on the first day of August, 1893.

A. G. HACKSTAFF,
Secretary Yazoo & Mississippi Valley Railroad Co.

The plaintiff introduces a list of the directors of the I. C. R. R. Co. at the time of the consolidation from June 1st to Oct. 25, 1892, and which is marked Exhibit "I."

(Objected to as irrelevant and incompetent.)

EXHIBIT "I."

Illinois Central Railroad Company.

List of Directors from June 1 to Oct. 25, 1892.

Hon. Jos. W. Fifer, *ex officio.*
Stuyvesant Fish.
Edward H. Harriman.
Arthur Leary.
S. V. R. Cruger.
Chas. A. Peabody, Jr.
N. B. Ream, to July 21, 1892.
J. C. Welling, elected Oct. 18, 1892 (vacant July 21 to Oct. 18).
B. F. Ayer.
Walther Lutgen.
John W. Auchincloss.
Chas. M. Beach.
John W. Doane.
Oliver Harriman.
Vice-president: J. C. Welling.
General manager: Office abolished; duties performed by second vice-president, J. T. Harrihan.

Plaintiff rests.

The defense moves to exclude the testimony of the plaintiff. The motion is overruled, and the defense excepted.

The defense offers in evidence the minutes of the meeting of the board of directors of the Miss. Valley Company, Oct. 4, 1892, and minutes, pages 189 and 199, of the Miss. Valley Minute Book, as follows:

(See Minute Book.)

Mr. JOHN C. WELLING, a witness for the defense, being duly sworn, testified as follows:

173 Q. Mr. Welling, do you hold any official position in the Y. & M. V. R. R. Co.?

A. I am vice-president of that company.

Q. State to the jury whether or not the railroad or property of the L., N. O. & T. R'y Co. has ever been purchased by the I. C. R. R. Co. or any other railroad company, so far as you know.

A. It has not, so far as I know.

Q. Do you occupy any official position with the I. C. R. R. Co.?

A. I am vice-president of that company.

Q. You are familiar, then, with the transactions both of the Y. & M. V. R. R. Co. and the I. C. R. R. Co., I suppose?

A. Yes, sir.

Q. Privy to all the dealings had by these companies in regard to the purchase of property of all sorts, are you not?

A. Yes, sir.

Q. Mr. Welling, state, if you know, how the property of the L., N. O. & T. R'y Co. and its railroad are owned by the Y. & M. V. R. R. Co.—that is, how the latter company acquired that property.

A. The L., N. O. & T. R'y Co. was merged in the Y. & M. V. R. R. Co.

Q. So, then, the Y. & M. V. R. R. Co. acquired the property and railroad and franchises of the L., N. O. & T. R'y Co. by merger and consolidation, did it?

(Objected to because it is a matter that is in writing.)

The objection is overruled, and plaintiff excepts.

The plaintiff moves to exclude the question and answer just preceding this one, on the ground that it is a legal proposition, as shown by the papers, as to whether it is merged in the other company, and on the ground that he has announced the legal conclusion.

By the COURT: I will permit the question to be asked—what arrangement there was looking to the consolidation of interest, or whether there was any—but not a conclusion as to the legal effect of it.

This question was withdrawn by counsel.

Q. What has become of the property of the L., N. O. & T. R'y Co.?

A. I don't know how to answer that question. Its property remains as it was.

Q. Who owns the R. R. at this time?

A. The Y. & M. V. R. R. Co.

Q. How did it get it—through what process?

—. I should say through consolidation.

Q. Mr. Welling, are you the head of the auditing department of the Y. & M. V. R. R. Co.?

A. Yes; the accounting officers report to me.

Q. It is all under your supervision?

A. Under my supervision; yes, sir.

Q. State whether or not, in the year 1892, the L., N. O. & T. R'y Co. or the Y. & M. V. R. R. Co., as its successor, was enabled to declare and pay an annual dividend of eight per cent. upon its proper capital stock over and above the payment of its due debts and liabilities.

A. No.

This question is objected to, and the plaintiff moves to exclude the question and answer thereto, which is sustained, and the defense excepts.

Q. Mr. Welling, state whether or not, in the year 1892, the L., N. O. & T. R'y Co. or the Y. & M. V. R. R. Co., as its successor, were enabled to declare and pay an annual dividend of eight per cent. upon its proper capital stock over and above its due debts and liabilities which said companies or either of them had incurred in the construction of said railroad, and money borrowed by said companies upon lands or otherwise, to be used in the construction of the same, and in paying the debts incurred by the said companies in constructing the same.

(Objected to for the reason that it is the statement of a conclusion and not a statement of facts on which the conclusion is based, and the objection is overruled, and the plaintiff excepts.)

A. No.

Q. Mr. Welling, state whether or not, in the year- 1893, 1894, and 1895, or either of them, the Y. & M. V. R. R. Co., as the successor of the L., N. O. & T. R'y Co., was enabled to declare and pay an annual dividend of eight per cent. upon its proper capital stock over and above the payment of its due debts and liabilities.

174 Objected to, and the objection is sustained, and the defense excepts.

Q. State whether or not in the years 1893, 1894, and 1895 or either of said years the Y. & M. V. R. R. Co., as the successor and assignee of the L., N. O. & T. R. R. Co., was enabled to declare and pay an annual dividend of eight per cent. upon its proper capital stock over and above the payment of its *its* due debts and liabilities which the L., N. O. & T. R. R. Co. or the Y. & M. V. R. R. Co. had incurred in the construction of the railroad or eother of said companies and for money borrowed by said company upon lands and otherwise to be used in the construction of the said railroad and in paying debts incurred by said company or either of them in constructing the same.

Objected to because he included there the construction debt of the Y. & M. V., and the objection is sustained, and the defense excepts.

Q. State whether or not in the years 1893, 1894, and 1895 or either of said years the Y. & M. V. R. R. Co., as the successor and assignee of the L., N. O. & T. R'y Co., was enabled to declare and pay an annual dividend of eight per cent. upon its proper capital stock over and above the payment of its *its* due debts and liabilities which the L., N. O. & T. R'y Co. or the Y. & M. V. R. R. Co. had incurred in the construction of the railroad or either of *of* said companies for money borrowed by said company upon lands or otherwise and in paying debts incurred by said companies or either of them in constructing the same under the charter rights of the L., N. O. & T. R'y Co.

Objected to, and the objection is sustained, and the defense excepts.

Q. State whether or not in the year- 1893, 1894, and 1895 or either of said years the Y. & M. V. R. R. Co., as the successor and assignee of the L., N. O. & T. R'y Co., was enabled to declare and pay an annual dividend of eight per cent. upon its proper capital stock over and above the payment of its *its* due debts and liabilities which the L., N. O. & T. R. R. Co. or the Y. & M. V. R. R. Co. had incurred in the construction of the railroads or either of said companies for money borrowed by said company upon lands or otherwise, to be used in the construction of the railroads and in paying debts incurred by said companies or either of them in constructing the same under the charter rights of the L., N. O. & T. R'y Co., in so far as they include any debts after the consolidation, including only such as were incurred for maintaining and improving such lines of railroad only as were constructed by the L., N. O. & T. R'y Co. under its charter prior to the consolidation of 1892.

Objected to, and the objection sustained, and the defense excepts.

Q. State whether or not in the year- 1893, 1894, and 1895 or either of them the Y. & M. V. R. R. Co., as the successor and assignee of the L., N. O. & T. R'y Co., from the profits of said company derived on the property acquired *on* the L., N. O. & T. R'y Co. by merger or consolidation, was enabled to declare and pay to its stockholders an annual dividend of eight per cent. upon its proper capital stock over and above the payment of due debts and liabilities which were incurred by the L., N. O. & T. R'y Co. in the construction of its railroad and for money borrowed by said L., N. O. & T. R. R. Co. upon land *ot* otherwise, to be used in the construction of said railroad and in paying debts incurred by said L., N. O. & T. R. R. Co. in constructing its railroad prior to the consolidation of the L., N. O. & T. R. R. Co. and the Y. & M. V. R. R. Co.

A. It was not.

Q. You say it could not?

A. No, sir.

Objected to because it is a statement of a legal conclusion, and the objection is overruled, and the plaintiff excepts.

Q. State what amount of money, if any, was paid by the Y. & M. V. R. R. Co. in the years 1892, 1893, 1894, and 1895 respectively by the Y. & M. V. R. R. Co. in payment of the debts and liabilities which the L., N. O. & T. R'y Co. had incurred in the construction of the railroad constructed by said L., N. O. & T. R'y Co. and for money borrowed by said L., N. O. & T. R'y Co. upon lands and otherwise, to be used in constructing said railroad.

175 A. In 1892, $645,180; in 1893, $853,064; in 1894, $892,413.75; in 1895, $935,181.26.

Q. Mr. Welling, are you the J. C. Welling who is mentioned in the minutes of the board of directors of the Mississippi Valley Company for 1892 as having been present at a meeting held in McComb city?

A. I am.

Q. Do you know where the five hundred and odd thousand dollars came from that was used in purchasing the stock of the Mississippi Valley Company?

A. The money was advanced by the I. C. R. R. Co.

Q. Do you know what become of the stock after it was purchased?

A. It was held at the time as collateral for the money advanced.

Q. So it was held in the year 1892, when this mortgage was executed?

A. Yes, sir; it was held at that time.

Q. Was it held as collateral to secure that money?

A. Yes, sir; it was held as collateral to secure the money advanced by the I. C. R. R. Co.

Q. Mr. Welling, I will read you this paragraph from the mortgage executed by the I. C. R. R. Co. on the 1st day of Sept., A. D. 1892, to the United States Trust Co. of New York: "After the execution and delivery of said new mortgage, and when all the bonds issued under and secured by the several mortgages heretofore made by the said L., N. O. & T. R. R. shall have been deposited with the party of the second part, said party of the second part may, if requested so to do by the party of the first part, and if the said party of the second part shall deem it desirable so to do, but not otherwise, cause all such bonds to be cancelled, and the mortgages securing the same to be discharged of record, to the end that the said new mortgage may become and be the first-mortgage lien on the property therein described, subject, however, to the provisions therein to be inserted permitting sales of said mortgage lands as above contemplated and provided." They have never been cancelled. Has there been any request for their cancellation ever *been* made by the I. C. R. R. Co.?

A. No, sir; the terms of the mortgage have not been complied with, because all the bonds have not yet been acquired.

Q. By the Illinois Central?

A. By the I. C. R. R. Co.

Q. Are they not still held by the trist Co. in New York?
A. The L., N. O. & T. bonds are still with the United States Trust Co.
Q. Under the purchase mortgage?
A. Yes, sir.
Q. Under the mortgages of 1886 and the mortgage of 1892 also?
A. Yes, sir.
Q. Mr. Welling, is it or is it not true that prior to the year 1893 and prior to the year 1894 and prior to the year 1895, or at any time up to this date, the I. C. R. R. Co. has paid off with its own bonds the debts and liabilities which the said L., N. O. & T. R'y Co. had incurred in the construction of its said road and money borrowed by said company upon lands or otherwise to be used in the construction of the same, or pay debts incurred in the construction of the same? Is that true or not?
A. It is not true.

Objected to as leading. Objection overruled. Plaintiff excepts.

Cross-examination.

By Judge CRITZ:

Q. What position do you hold with the I. C. R. R. Co.?
A. I am vice-president.
Q. The same position you hold with the Y. & M. V. R. R. Co.?
A. Yes, sir.
Q. Is not the Y. & M. V. R. R. Co. under the control of the I. C. R. R. Co.?
A. No.
Q. It is not?
A. Except that the I. C. R. R. Co. owns its stock. It is interested in the company as a stockholder.
Q. You say that the I. C. R. R. Co. does not control the Y. & M. V. R. R. Co.? I mean the Y. & M. V. R. R. Co., including the L., N. O. & T. *R.* R'y Co.?
A. Yes.
Q. It does not control it?
176 A. Yes.
Q. Who does control it?
A. I would like to know what you mean by control. What is meant by control?
Q. That is as plain as I can make it—control.
A. The I. C. is the owner of a part of the stock, and votes that stock which it owns.
Q. Who controls the property of the Y. & M. V.?
A. The Y. & M. — R. R. Co.
Q. It controls it?
A. Yes, sir.
Q. It controls the running of it?
A. Yes, sir.
Q. It pays out all the money that was paid out on the Y. & M. V.?
A. Yes.

Q. Well, don't you claim that the Y. & M. V. R. R., including the L., N. O. & T. R. R., is leased to the Illinois Central?

A. It is not.

Q. It is not leased?

A. The L., N. O. & T. part of the Y. & M. V. is not leased.

Q. The original Y. & M. V. is leased?

A. Yes; it is leased.

Q. Are you, as vice-president, the general manager of the road?

A. I am not.

Q. Who is the general manager of the Y. & M. V. R. R.?

A. It has no general manager.

Q. Who manages it, then?

A. I suppose it might be said that the second vice-president of the company.

Q. Is its general manager; it has an officer under that title? Who is the second vice-president?

A. J. G. Harahan.

Q. Does not he live in Chicago?

A. Yes.

Q. Is not he the second vice-president of the I. C.?

A. Yes.

Q. Does this Y. & M. V. or L., N. O. & T. run to Chicago?

A. It does not.

Q. Where does the president of the Y. & M. V. live?

A. In New York city.

Q. How is it that all the officers of this company live in Chicago, a place to which this does not run?

A. They do not.

Q. Where do the other officers live?

A. Mr. M. Gilleas, the man immediately in control of the property, lives in Memphis.

Q. What connection has he with the I. C. R. R. Co.?

A. His title to the I. C. R. R. Co. is ass't gen. superintendent.

Q. What is his title in connection with the Y. & M. V. R. R. Co.?

A. Ass't gen. superintendent.

Q. He has the same office in each company, then, has he?

A. Yes, sir; the same title.

Q. He is the gen. ass't superintendent, you say?

A. His title is ass't gen. superintendent.

Q. Of both roads?

A. His jurisdiction extends to the lines of the I. C. R. R. south of the Ohio river.

Q. Will you state what salary he gets as an officer of the Y. & M. V. R. R.?

A. I am unable to say; about $3,000.

Q. How much does he get as an officer of the I. C. R. R.?

A. About a like amount; I am not certain.

Q. You mean, then, that he gets $6,000 in all?

A. Approximately.

Q. Is not his salary, then, fixed at $6,000?

A. It is not.

177 Q. Are you in a position to know what his salary is?
A. I would be if I could get to the record. I do not carry it in my mind.
Q. What services does he render to the I. C. R. R.?
A. He has immediate charge of the I. C. R. R. south of the Ohio river.
Q. And all of the L., N. O. & T. R. R., has he not the same charge?
A. Yes, sir.
Q. Who is the president of the I. C. R. R. Co.?
A. Stuyvesant Fish.
Q. Who is the president of the Y. & M. V. R. R. Co.?
A. Stuyvesant Fish.
Q. Where does he live?
A. In New York city.
Q. Where were you living when this L., N. O. & T. R. R. was constructed from Memphis to New Orleans?
A. In Chicago.
Q. What year was it built?
A. I know nothing about it personally; in the year 1882 or 1884, or somewhere along there.
Q. Did you have any connection with the railroad during the time it was being built?
A. I did not.
Q. Do you know of your own knowledge anything about what it cost to build the road?
A. I do not.
Q. Do you know of your own knowledge, then, what the construction debt of this railroad was?
A. I know what the books of the company show is the construction debt.
Q. I did not ask you about the books of the company. They will speak for themselves. I want you to speak as a witness.
A. I do not of my own knowledge.
Q. Then all you have to state as to the construction debt and the cost of construction were as to matters about which you have no personal knowledge, were not they?
A. No; what I have stated about the payments on account of debts of this company I know all about, because the payments were actually made.
Q. You know that these payments were made?
A. Yes.
Q. But you don't know anything about the real construction debt of your own knowledge?
A. I have the evidence of the payment on the surrendered coupons of the bonds.
Q. Do you know what time the work of construction was commenced on this railroad?
A. I do not.
Q. You don't know when it was finished, do you?
A. Only as I have learned incidentally.

Q. I mean of your own knowledge?
A. Not of my own knowledge.
Q. You don't know where the first work was done or what kind of work was done?
A. I do not.
Q. You don't know what any part of the work cost, do you?
A. I do not.
Q. You don't know what amount of earthwork there was?
A. I do not.
Q. You don't know what amount of trestling there was?
A. No.
Q. Or what amount of iron bridging?
A. No.
Q. You don't know any part of the cost as a matter of actual knowledge?
A. No.
Q. Now, on your direct examination you were asked as to payments made on this construction debt from 1892 to 1895. When you come to answer this question did not you read from a paper in your hand?
A. I did.
Q. Who made out that paper?
A. It was prepared by Mr. P. Fouts, the book-keeper, the gentleman who keeps the general books of the Y. & M. V. R. R. Co.
178 Q. Where are those books kept?
A. They are kept in Chicago.
Q. Where are those books now?
A. In this room.
Q. Where is Mr. Fouts, who made out that paper?
A. Mr. Fouts is here and is prepared to explain the books.
Q. The answers you gave as to the amounts paid out you read from this paper, did you?
A. I did.
Q. Do you know these amounts, as a matter of memory, apart from the paper in your hand?
A. Not from memory, although I helped to prepare the statement.
Q. State what were the net earnings of the Y. & M. V. R. R. Co. upon the L., N. O. & T. proper in the year 1892.
A. The receipts in operating in excess of gross earnings was $591,663.49.
Q. That is what you call the net earnings?
A. That is what I understand to be the net earnings.
Q. What did the operating expenses amount to for that year?
A. $2,805,795.55.
Q. What were the gross receipts?
A. $3,397,459.04. That item includes operating expenses and taxes.
Q. What do you include in operating expenses?
A. The usual sums charged in operating a railroad.
Q. What are they?

A. It would cover perhaps a hundred items. I could not enumerate them. It would include conducting the transportation, maintenance of way, and structures, maintenance of equipment, and general expenses.

Q. Does that include all the necessary repairs in keeping up the rolling stock?

A. Yes.

Q. All the necessary repairs in keeping up the road in running condition?

A. Yes.

Q. All the expenses of the hands who renew the bridges and renew the cross-ties and keep up the road in general?

A. It would include the repairs and renewals of all descriptions.

Q. It would include the paying of all the employés and officers, would it not?

A. Yes, sir.

Q. Is there anything else that it includes?

A. Nothing except as covered by the four heads I gave you.

Q. In the operating expenses you included one-half of the salaries of each of these officers, who were also officers of the I. C. R. R. Co.?

A. I include the salaries paid by the Y. & M. V. R. R. Co.

Q. Was not the salary of each officer of the Y. & M. V. R. R. Co. exactly the same as the salary of the same officer of the I. C. R. R. Co.?

A. Do you mean the question to mean that the salary of each general officer was divided equally between the two companies?

Q. Yes.

A. It was not.

Q. What was the amount of salary allowed the president of the Y. & M. V. R. R. Co. in that statement?

A. Nothing.

Q. What is the amount allowed to the vice-president?

A. I am unable to say the exact amount, but if you will accept this answer, the present amount is about $2,200.00.

Q. Please have a copy of this paper from which you took your answers filed as Exhibit I to your deposition.

A. I will be glad to do so.

The paper referred to is here filed as Exhibit I.

Q. Look at this paper which shows the officers of the Y. & M. V. R. R. Co. Are you the J. C. Welling mentioned there?

A. Yes.

Q. As the vice-president of the Y. & M. V. R. R. Co.?

A. Yes.

179 Q. Pay attention to the reading of this paper: "On motion, the board proceeded to the election of officers to serve without salary, meaning the officers of the Y. & M. V. R. R. Co. The following-named gentlemen were placed in nomination: Stuyvesant Fish for president; J. C. Welling, vice-president; E. T. H. Gaison, treasurer; A. J. Hachstaff, secretary." Now, state

when, if ever, that resolution providing that the officers should serve without salary was revoked.

A. I fancy it has never been revoked. Prior to the time of the consolidation of the L., N. O. & T. R'y Co. with the Y. & M. V. R. R. Co. its officers received no salary. Since that time its president has received a salary. The others have not. I would like to make a further explanation. That is not exactly right there. I think that is carried over as a matter of form, but I have, as a matter of fact, received the salary as vice-president of the Y. & M. V. R. R. ever since the consolidation.

Q. Is it not a fact that since the consolidation you have received the same salary you received before the consolidation, and a part of it is apportioned to the Miss. Valley R. R. Co.?

A. That is not true.

Q. Do you receive as much salary now from the I. C. R. R. Co. as you did before the consolidation?

A. Yes.

Q. The same salary?

A. I got the same.

Q. As much?

A. As much.

Q. Then you receive an additional salary from the Y. & M. V. Company?

A. I receive a salary from the Y. & M. V. R. R. Co.

Q. You say Stuyvesant Fish, the president, has not received any salary from the Y. & M. V. R. R. Co.?

A. No.

Q. Does the treasurer receive any, Mr. Gibson?

A. He does not.

Q. Does the secretary receive any?

A. He does not.

Q. Then you say that this order under which you were all elected officers of the Y. & M. V. has never been changed? Or do you mean to say it has simply been modified as to yourself?

A. I have not looked over the minutes to see whether there has been any modification or change.

Q. Will you explain to the jury how it happened that all these officers were elected to serve without salary?

A. At this time they rendered very little service.

Q. This has reference to the future. Were they not elected on Oct. 18th here for the future?

A. Yes, sir; as I understand; but these resolutions were secondary evidence. There is another resolution that was used in the previous year. This is evidently an oversight.

Q. How often do you elect its officers?

A. Once a year.

Q. Look at this paper which has been introduced in evidence by the plaintiff and marked Exhibit C, dated 14th of October, 1892, and state if each of the stockholders, individuals mentioned there, were not also stockholders in the I. C. R. R. at the date of this paper.

A. Some of them were and some were not.
Q. Which ones were and which were not?
A. My recollection is that Mr. Skene and Mr. Craft had no stock in the I. C. R. R. Co.
Q. Where did they live?
A. Mr. Skene, at that time, in Chicago, and Mr. Craft at McComb city.
Q. Was not McComb city the headquarters of the Miss. Valley Company?
A. Yes; its property was there.
Q. Was not the Miss. Valley Company organized at McComb city?
A. It was organized as a Mississippi corporation.
Q. Was it incorporated in any other State besides Mississippi—the Miss. Valley Company?
A. I think not.
180 Q. Well, then, it was not organized anywhere else but at McComb city?
A. I don't know whether its domicil is McComb city; I presume it is.
Q. It is a Mississippi corporation alone?
A. It is a Mississippi corporation.
Q. State, Mr. Welling, if the charter of the company was not procured by the I. C. R. R. Co. from the Mississippi legislature.
A. It was not.
Q. By whom was it procured, if you know?
A. I don't know.
Q. State where these several persons, who each had ten shares of stock in the Mississippi Valley Company, got the stock that they owned.
A. This stock is held by them to enable them to qualify as directors.
Q. That is the only object in holding the stock, was it not?
A. Yes.
Q. The stock was transferred to them by the I. C. R. R. Co., was it not?
A. I presume it was.
Q. Did these parties pay the I. C. R. R. Co. anything for the several ten shares of stock?

The defense objects to the whole interrogation as to the holding of the stock by these parties, and the way they got it, and all about it. The objection is overruled, and the defense excepts.

A. My impression was, the stock was placed in their name and endorsed in blank by them.
Q. Back to the I. C. Company?
A. Endorsed in blank.
Q. And it remained in the hands of the I. C. R. R. Co.?
A. Yes.
Q. Well, the fact is that the whole six thousand shares of stock belonged to the I. C. R. R. Co., is it not?

A. Yes, sir.

Q. Look at the paper now handed to you, the list of stockholders of the I. C. R. R. Co. at the close of business Oct. 24th, 1892, which paper has been introduced by the plaintiff and marked Exhibit E, and state if each of the individuals who are put down in this list as stockholders of the Y. & M. V. R. R. Co. were not at that date also stockholders in the I. C. R. R. Co.

A. I think some were and some were not.

Q. Which ones were not?

A. I think R. T. Neely, Adolph Shriber, S. B. McConico, R. C. Shepherd, and W. C. Prague.

Q. They were not stockholders?

A. They were not stockholders of the Illinois Central. That is my best knowledge and belief.

Q. State, Mr. Welling, how these several parties who on this list are put down as holding one share each of stock in the Y. & M. V. Railroad Co. procured that stock.

Objected to. Overruled. Defendant excepts.

A. The stock was registered in their names to enable them to qualify as directors.

Q. Registered in their name- by the I. C. R. R. Co.?

A. I did not say that.

Q. By whom?

A. They acquired the stock and it was placed in their names before they could qualify as directors. Afterwards they endorsed the stock in blank and passed it back to the I. C. Co.

Q. Then, as a matter of fact, the I. C. R. R. Co. was the owner of all the stock of the Y. & M. V. Railroad Co.?

A. Yes, sir; at that time.

Mr. YERGER: These are the stockholders of the Y. & M. V.?

A. Yes, sir; before the consolidation.

Mr. CRITZ: These shares that are on this list put down to the several parties who are credited with having one share each turned over to them in order to qualify them as directors of the Y. & M. V. Railroad Co.?

A. Yes, sir.

Q. You have spoken of the bonds of the L., N. O. & T. Railroad Co., which you say have not been cancelled. Do you know
181 anything about these bonds of your own knowledge?

A. Just what do you mean?

Q. Mean what I say. Do you know anything about these bonds of your own knowledge—these L., N. O. & T. bonds?

A. Yes, sir; I know the L., N. O. & T. bonds acquired by the Ill. Cent. Railroad Company were lodged with the United States Trust Company.

Q. Do you know that of your own knowledge or by information from others?

A. I have not been in the United States Trust Co.'s offices and counted them, if you mean that.

Q. Do you know that of your own knowledge or by information from others? Have you ever seen any of these bonds?

A. Seen some of them.

Q. Where were they when you saw them?

A. They were in New York.

Q. In whose offices?

A. Offices of the I. C. Co.

Q. When was that?

A. I do not recall the exact date. It was some time ago now.

Q. Was that before or after the consolidation of the L., N. O. & T. R. R. with *with* the Y. & M. V. R. R.?

A. After.

Q. Can you tell me about how long after?

A. No, sir; during the fall of that year some time. I do not recall the exact date.

Q. During the fall of 1892?

A. Yes, sir.

Q. Then you do not know as an actual fact, of your own knowledge, that they are in the hands of these trust companies in New York?

A. I had not seen them there.

Q. You stated, in your direct examination, that the following amounts were paid on the construction debt of the L., N. O. & T. by the Y. & M. V. R. R. Co.: In 1892, $645,280; 1893, $853,064.75; 1894, $892,413.75; 1895, $935,181.26. On what construction debt was that paid?

A. For the year 1892 the $645,280 was the interest on the first-mortgage bonds.

Q. First-mortgage bonds of the Y. & M. V.?

A. The L., N. O. & T. In 1893, of the $853,064.75, the interest on these first-mortgage bonds was $654,613.33; on account of the accrued interest then on the second-mortgage bonds, Sept. 1st, 1893, $2,443,451.42, was paid $198,451.42, making a total of $853,064.75. In the year 1894 the interest on the first-mortgage bonds of the L., N. O. — T. Railway Co., $673,280; on account of the interest on the second-mortgage bonds, $219,133.75; total, $892,413.75. In the year 1895, interest on the first-mortgage bonds L., N. O. & T. R'y Co., $673,280; on account of the accrued interest, second-mortgage bonds, $261,901.26; total, $935,181.26. The total accrued interest on the second-mortgage bonds Sept. 1st, 1895, was $2,931,512 26.

Q. If you made all these payments on bonds, why do you say you paid it out on construction debt?

A. This was a construction debt.

Q. These bonds were construction debt?

A. Yes, sir; these were debts incurred on account of the construction of the road, as I understand it.

Q. How do you know it was debts incurred on account of the construction of the road?

A. Because the books of the company show that these bonds were issued for construction.

Q. You do not know of your own knowledge for what purpose these bonds were issued?

A. The books of the company show that they were issued for construction.

Q. The books of the company show; what books?

A. The books of the L., N. O. & T. Railway Co.

Q. Where are they?

A. In this court-room.

182 Q. In whose possession?

A. Possession of the book-keeper, Mr. Fouts.

Q. Then you speak from entries made by some one else?

A. I speak from record evidence.

Q. You did not make these entries?

A. I did not.

Q. You were not there when these bonds were issued?

A. I was not.

Q. As you stated before, you do not know how much the construction debt was?

A. I stated before I did not know what the cost of construction was.

Q. How much was included in what you call first-mortgage bonds? What did they amount to?

A. In 1892?

Q. Yes, sir.

A. $16,132,000.

Q. What was the date of these bonds?

A. I do not recall the exact date.

Q. What per cent. did they bear?

A. 4% first-mortgage bonds.

Q. Will you please explain why it is that the interest on those bonds for the year 1892 was $645,280, and for the year 1893 it was $654,613.-3. How came the interest to be more for 1893 than 1892, and more for 1894 than it was for 1893?

A. According to the books of the company there were some bonds in the company's treasury which were afterwards disposed of to retire the floating debt.

Q. How many bonds had been disposed of in 1893, first-mortgage bonds?

A. $16,132,000.

Q. That is in 1893?

A. Yes, sir.

Q. How many first-mortgage bonds had been disposed of in 1894?

A. $16,832,000.

Q. Then you say the interest increased from year to year on account of the fact that you had disposed of additional bonds each succeeding year?

A. Yes, sir; as the books were kept.

Q. You sold some of these construction bonds in 1892, did you?

A. I do not recall what was done in 1892.

Q. Were any part of these bonds sold in 1892 after the consolidation with the Y. & M. V. R'y Co.?

A. The only bonds disposed of on or about that time were those $700,000 bonds that I spoke of.

Q. The $700,000 bonds which you spoke of were disposed of about the time of the consolidation?

A. I think—my recollection is that that was done in 1893.

Q. What construction was it that the $700,000 first-mortgage bonds was applied to?

A. That was applied, as I stated before, to retire an indebtedness of the company, which at that time was a floating debt.

Q. What was that floating debt for?

A. It was—my taking the record—I think there were notes receivable and accounts receivable, and from my knowledge of the books my impression is that they were debts incurred and carried along from year to year; it was a growing liability.

Q. When did the Y. & M. V. Railroad Co. buy the depot from the I. C. R. R. Co. at New Orleans?

A. I think that was in December, 1893—trusting to memory now.

Q. What did you pay for the depot?

A. I think the consideration was $590,000.00.

Q. How was that paid for?

A. It has not been paid for.

Q. You gave no consideration for it at all?

A. Yes, sir; the I. C. R. R. Co. holds a claim against the Y. & M. V. R. R. Co. for that amount.

Q. Is not that $590,000 for the railroad depot in New Orleans included in the increase in these construction bonds?

183 A. No, sir.

Q. What is this on $638,894.76, betterments and improvements in 1892, on this paper filed as Exhibit 1 to your deposition; what does that refer to?

A. That relates to a large number of betterments and improvements to the property.

Q. What kind of betterments and improvements?

A. It related to additional side tracks and new buildings, widening the *the* roadway and ballasting the track, and that sort of thing.

Q. Where were the buildings which you speak of; what sort of buildings?

A. I am unable to state definitely and distinctly; I have not the information here.

Q. These were the betterments. What about the improvements?

A. That is a distinction without a difference. I referred to both.

Q. Betterments and improvements?

A. Yes, sir.

Q. You say these betterments and improvements which are paid in the year 1893, in the Exhibit One to your deposition, were for

the betterments and improvements made in the year 1892, or when were they made?

A. In 1892.

Q. Before or after the consolidation of the L., N. O. & T.?

A. Before and after.

Q. How much of these were after the consolidation?

A. I am unable to answer that question.

Q. Now, look at the paper now handed you, endorsed on the back "Board of directors Yazoo & Mississippi Valley Railroad Company, June 21st, 1893," and state, after refreshing your memory from that paper, if the depot in New Orleans was not sold by the Illinois Central Railroad Company to the Yazoo and Mississippi Valley Railroad Company on the 21st of June, 1893 (handing document).

A. It was authorized of that date. I am under the impression that the deed was made later.

Q. Please file the paper to which your attention has just been called as Exhibit 2 to your deposition.

A. I do so, sir.

Paper filed and marked Exhibit 2.

Q. Look at the paper now handed you, which paper is also endorsed on back "Board of directors of the Yazoo & Mississippi Valley Railroad Company, April 13th, 1893," and see if it is not a fact, as shown by that paper, that there was $700,000 of these first-mortgage bonds in the treasury of the Yazoo & Mississippi Valley Railroad Company on the 12th of April, 1893.

A. Yes, sir; it seems so.

Q. Please file that paper as Exhibit 3 to your deposition.

A. I do so, sir.

Paper filed and marked Exhibit 3.

Q. What was done with that $700,000 in bonds that is mentioned there in that paper, as shown in Exhibit 3 to your deposition?

A. These bonds were deposited by the Yazoo & Mississippi Valley Railroad Company with the United States Trust Company.

Q. Were not those $700,000 in bonds part of the L., N. O. & T. R'y Co.'s bonds?

A. Yes, sir.

Q. Look at the paper now handed you and state if it does not show that there was, on the 9th of September, 1893, a surplus resulting from the operation of the railway lately belonging to the L., N. O. & T. R'y Co. for the 8 months ending June 3rd, 1893.

A. This surplus referred to in this resolution means a surplus ap-licable to the interest on the second-mortgage bonds referred to in the receipts.

Q. This resolution was a resolution of the stockholders of the Y. & M. V. R. R. Co.?

A. Board of directors of the Y. & M. V. R. R. Co.

Q. Please file that paper as Exhibit 4 to your deposition.

A. I do, sir.

Paper filed and marked Exhibit 4.

184 Q. What did you say became of this surplus which is mentioned in Exhibit 4 to your deposition?

A. I said that surplus referred to meant the amount in excess after deducting interest on the first-mortgage bonds from the net receipts—left a surplus applicable to the interest on the second-mortgage bonds.

Q. In 1893?

A. Yes, sir; in 1893.

Q. You have stated how many of the first-mortgage bonds there were. Now state how many of the second-mortgage bonds there were on the L., N. O. & T. R'y Co.

A. $9,104,000 is my recollection.

Q. Were there any other series of bonds after the second-mortgage bonds?

A. The income bonds.

Q. What did the income bonds amount to?

A. Ten millions.

Q. What per cent. did the second-mortgage bonds bear?

A. Five per cent.

Q. What per cent. did the income bonds bear?

A. Anything that they could get.

Q. What were the second-mortgage bonds issued for?

A. Construction.

Q. Construction of what?

A. Railroad and branches.

Q. L., N. O. & T. railroad?

A. And branch lines.

Q. What were the income bonds issued for?

A. I do not recall what the record stated in reference to the income bonds.

Q. You don't know anything about what the bonds were issued for except what the record shows?

A. I rely on the record for my information.

Q. Do you mean by the record the deeds of trust under which the bonds were issued?

A. I mean more especially the books of account.

Q. Did you ever see the deeds of trust under which the several series of bonds were issued?

A. I have seen copies of them.

Q. Do you know what those first-mortgage bonds were sold for and to whom they were sold?

A. I am unable to say.

Q. You do not know what per cent. they brought in the market?

A. I do not. I was not familiar with the affairs of that company.

Q. Do you know what the second-mortgage bonds brought in the market?

A. I do not.

—. Do you know what the income bonds brought in the market?

A. I do not.

Q. Do you know what the original stock of the L., N. O. & T. R'y Co. sold for? Did it sell for anything?

A. I do not know.

Q. Don't you know it to be a fact that neither the bonds nor the stock was sold; that they were divided out among those who were in the enterprise for the construction of the road?

A. The larger proportion of them were held by the men who advanced the money for the construction of the road. I suppose that is so.

Q. Were not they all held by Huntingdon and Wilson?

A. I think not.

Q. Were not part of them held by Huntingdon and Wilson?

A. Yes, sir; as I am informed.

Q. They were turned over to the construction company?

A. As I understand it, they were held by Huntingdon and Wilson.

Q. Was not Huntingdon and Wilson the construction company?

A. That I do not know.

Q. Were they not the owners of the stock of the L., N. O. & T.?

A. They had a large interest in the road.

Q. They owned a large interest in the road?

A. They were large investors in the construction company.

185 I understood they had an interest in the construction company.

Q. They had the controlling interest in the stock of the L., N. O. & T. R'y Company?

A. I think they had.

Q. Was not the construction company that built the railroad called the Financial Improvement Company?

A. I think it was; I know nothing about that personally.

Q. Didn't R. T. Wilson own 40% and C. P. Huntingdon own 60%

Q. Didn't C. P. Huntingdon own 60% and R. T. Wilson 40% in in that construction company?

A. I have been so informed.

the L., N. O. & T. R'y Co.?

A. I think their interests were about in that proportion. I am not sure about that; I think so.

Q. They held the same proportion in the railroad that they held in the Financial Improvement Co., as you understood it?

A. About that relation.

Q. Is it not a fact that all these bonds which you have mentioned—the original first-mortgage bonds and second-mortgage bonds and income bonds and the stock of the L., N. O. & T. R'y Co.—were all issued by the L., N. O. & T. R'y Co. to this Financial Improvement Company for the building of the L., N. O. & T. railroad?

A. I do not think they were all issued to that company.

Q. Were not the most of them issued in that way?

A. Well, I do not think so.

Q. The original bonds and stock that were first issued of the L.,

N. O. & T. R'y Co., outside of those which were afterwards issued to purchase and construct the branches of the L., N. O. & T. railroad—were they not all issued to the Financial Improvement Co. for the building of the main line of the railroad?

A. I am unable to answer that question, because I am not familiar with the early affairs of that company.

Q. You do not know whether that is a fact or not?

A. No, sir; I do not.

Q. Look at the pamphlet now handed to you and state if the same is not the first annual report of the L., N. O. & T. R'y Co. for the year ending December 31st, 1887.

A. That is what it says it is.

Q. Now look at the map given in the first part of that pamphlet, which is styled "Map of the L., N. O. & T. R'y," and state whether or not that is a correct map showing how the road extended from Memphis, Tenn., to New Orleans, La., through the State of Mississippi.

A. That is.

Q. Now look at the same map and see if it does not show correctly the line of the I. C. R. R. from New Orleans, La., up to Memphis, Tenn.

A. I think it is as nearly correct as railroad maps are.

Q. Are not the L., N. O. & T. R. R. from Memphis, Tenn., to New Orleans, and the I. C. railroad from Memphis to New Orleans competing lines?

Objected to. Overruled. Defendant excepts.

A. Yes, sir. I think all lines are more or less competing that run in the same direction.

Q. Please file——

It is agreed by counsel on both sides that the pamphlet which is referred to and the map therein are exhibits to the deposition of R. T. Wilson in this case.

Q. Look at the map now handed you, which is an exhibit to the deposition of R. T. Wilson, and state if that does not show correctly, or practically correctly, the main line of the L., N. O. & T. R'y, with all its branches, from Memphis, Tenn., to New Orleans, La.?

A. That map is practically correct.

Q. The trains on what is called the Little J. railroad—the Natchez, Jackson & Columbus—are separate from the main line and run from Natchez to Jackson?

A. I think they do.

Q. Now, what you call the Riverside division—do you know how the trains run on that?

186 A. No, sir; I would have to consult the time-tables before I knew anything of that sort.

Q. You do not know personally yourself how the trains run?

A. No, sir.

Q. State, if you can, why it is that the operating expenses for the year 1892, as shown in Exhibit 1 to your deposition, is so much

larger than the operating expenses for the year- 1893, 1894, and 1895, respectively.

A. I think that is owing in good part at least to crevasses and washouts during that year.

Q. In the operating expenses, then, you include all repairs of that sort?

A. Yes, sir.

Q. The repairs for all the washouts and breaks in the road occasioned by water or otherwise were included in the operating expenses?

A. Yes, sir.

Q. Now, the ballasting of the road is included in the betterments?

A. Yes, sir; that is included in betterments.

Q. How many months of the year 1892 is included in that statement in Exhibit 1; is it a full year?

A. A calendar year.

Q. Then it extends back and continues in a portion of the time before the consolidation and a portion of the time after the consolidation?

A. Yes, sir.

Q. Does not this Exhibit 1 to your testimony show a statement as to the whole line from Memphis, Tenn., to New Orleans, La., and all of its branches?

A. Yes, sir.

Q. What proportion of the line of the railroad is in the State of Miss.?

A. I do not remember the exact per cent., but a large proportion

Q. You do not know how many miles in Miss.?

A. I do not recall the exact mileage.

Q. Now, you include in the operating expenses the taxes, do you not?

A. The figures given there represent the charges on account of the operating expenses and taxes.

Q. That includes taxes on the lands outside of the railroad?

A. No, sir; it does not.

Q. What do you mean by this statement at the bottom of the statement for 1894 in Exhibit No. 1 to your deposition, "Deficit receipts"?

A. That deficit was occasioned by the fact that the expenses exceeded the receipts for that year; you notice the other years the receipts exceeded the expenses.

Redirect examination:

Q. You were asked on cros- examination if you had any personal knowledge as to the issuance, etc., of the bonds of the L., N. O. & T. R. R. Co. Don't you know whether these bonds have been cancelled or are still outstanding and unpaid?

A. I know that they have not been cancelled.

Q. Don't you know that interest on said binds was paid by the Yazoo & Mississippi Valley Railroad Co. to the Union Trust Co. of New York?

A. Yes, sir; as the coupons mature each six months; they are being paid now on the first-mortgage bonds.

Q. From whom do these paid coupons come to you?

A. Those that are held by the trust Co. come from the trust Co.

Q. And the others?

A. The others from the holders, whoever they may be.

Q. Did the payments which were made by the Y. & M. V. R. R. Co. on account of the interest on the first-mortgage bonds, of which you have spoken, include all the interest on the first-mortgage bonds?

A. Yes, sir—that is, all the coupons which have been presented have been paid.

Objected to. Objection overruled. Plaintiff excepts.

Q. Is the cost of the depot in New Orleans, which was sold by the L., N. O. & T. R. R. Co. to the Y. & M. V. R. R. Co., about which you have been interrogated by counsel for plaintiff, included in the amount of expenses submitted by you and filed with your deposition and marked Exhibit 1?

187 A. It is not only not included in the item of operating expenses and taxes, but neither is it included in the item betterments and improvements shown on that statement.

Q. Then it was not included in this account filed here?

A. It is not included in the figures shown on this sheet.

Q. What was done with the surplus remaining in 1893 after the payment of expenses and interest on the first-mortgage bond?

A. The amount at the end of June, 1893, the amount in excess of interest on first-mortgage bonds taken over net receipts was $198,451.42. That is applied on the 1st Sept., 1893, to the accrued interest on second-mortgage bonds.

Q. In speaking of the interest of R. T. Wilson and C. P. Huntingdon in the L., N. O. & T. R. R. Co. and the Financial Improvement Co. do you speak of that interest of your own knowledge or merely on information derived from others?

A. Merely on information derived from other sources.

Q. How are the employés and officers of the Yazoo & Mississippi Valley R. R. Co. paid? I mean on what roster or what form of voucher?

A. They are paid on pay-rolls or vouchers of the Y. & M. V. R. R. Co. in the regular course of business, the same as railroads pay their employés generally.

(By Mr. MAYES:)

Q. In your cross-examination by Judge Critz you had occasion to mention once or twice the item of taxes paid; do you know whether it is or is not true that the Y. & M. V. R. R. Co. paid levee taxes on its railroad property, etc., in the State?

A. Yes, sir; it does.

Q. Does not claim any exemption?

A. No, sir.

Q. Also it pays certain cash taxes on some of its branches?

A. Yes, sir.

Q. You have been asked about the way these railroads run, some of these branches. Do you know anything about how the railroad from Jackson, Miss., which is commonly known as the Yazoo branch, the old property of the old Y. & M. V. R. R., is run?

A. It is operated by the Illinois Central R. R. as its other leased lines are.

Q. It is operated by the Illinois Central and not by the Yazoo & Miss. Valley Co.?

A. Yes, sir.

Q. It is treated on the books of the company as a branch of the I. C.?

A. Yes, sir.

Q. You have been asked a good deal about the two companies having the same officers. Are all the officers of the two companies the same?

A. Not at all. There are a number of officers who happen to be officers of both companies, but comparatively few.

Q. Are all the directors of the two companies the same?

A. Not at all. There are some directors of the Y. & M. V. R. R. Co. who are also directors of the Illinois Central.

Q. Are all the stockholders of the two companies the same?

A. Not at all.

Q. For instance, it appears that Bolivar county owns 1,500 shares of stock in the L., N. O. & T., now the Yazoo & Miss. Valley?

A. Yes, sir.

Q. Has Bolivar county got any stock in the Illinois Central R. R.?

A. No, sir; never has, so far as I know.

Recross-examination:

Q. You have been asked about the Bolivar County stock in the L., N. O. & T. R. C. Co. Did Bolivar county go into this consolidation with the Yazoo & Mississippi Valley R. R. Co. and exchange that L., N. O. & T. stock for the stock of the Yazoo & Miss. Valley R. R. Co. or did Bolivar county stay out of the consolidation entirely?

A. None of the L., N. O. & T. stock has been converted into Yazoo & Miss. Valley stock. I do not know as to that question. I do not recall the fact just what was done.

188 Q. Did Bolivar county go into that consolidation or merger?

A. I am unable to answer.

Objected to.

EXHIBIT "1" TO J. C. WELLING'S TESTIMONY.

Year ended December 31, 1892:

Gross receipts from operation		$3,397,459.04
Operation expenses & taxes		2,805,795.55
Net receipts from operation		591,663.49
Int. on 1st-m'tg'e bonds	$645,280.00	
Betterments & improvements	638,494.76	
	1,283,774.76	

Net receipts lands, 47,199.83.

Year ended December 31, 1893:

Gross receipts from operation		3,492,857.24
Operation expenses & taxes		2,391,969.49
Net receipts from operation		1,100,887.75
Int. on 1st-m'tg'e bonds	654,613.33	
Ac. int. on 2nd-m'tg'e inc. bonds (total due as of Sept. 1, '93, $2,443,875.79)	198,451.42	
Betterments & improvements	127,913.37	
	980,978.12	
Surplus	119,909.63	

Net receipts lands, 12,978.16.

Year ended December 31, 1894:

Gross receipts from operation		3,320,075.62
Operation expenses & taxes		2,397,196.03
Net receipts from operation		922,879.59
Int. on 1st-m'tg'e bonds	673,280.00	
Int. " 2nd-m'tg'e inc. bonds (2,819,988.97)	219,133.75	
Betterments & improvements	259,101.18	
	1,151,514.93	

Deficit receipts lands, $6,531.85.

Year ended December 31, 1895:

Gross receipts from operation		3,373,384.48
Operation expenses & taxes		2,294,707.26
Net receipts from operation		1,078,677.22
Int. on 1st-m'tg'e bonds	673,280.00	
Ac. int. 2nd-m'tg'e inc. bonds (2,931,512.26)	261,901.26	
Betterments & improvements	188,259.94	
	1,123,441.20	

Net rec'ts lands, 62,883.67.

189 Defendant introduced a mortgage made by the L., N. O. & T. R. R. Co. on Sept. 18, 1884, for which see Charter Book, page 571.

Defendant introduced mortgage made by the L., N. O. & T. R. R. Co. to Metropolitan Trust Co. of Sept. 18, 1884, for which see Charter Book, page 586.

Defendant introduced mortgage made by the L., N. O. & T. R. R. Co. to the Union Trust Co. of August 25, 1885, for which see Charter Book, page 621.

Defendant introduced mortgage made by the L., N. O. & T. R. R. Co. to the Union Trust Co. of New York on August 25, 1886, for which see Charter Book, page 649.

Defendant introduced mortgage made by the L., N. O. & T. R. R. Co. to the Union Trust Co. of New York on August 26, 1886, for which see Charter Book, page 670.

Defendant introduced mortgage made by the L., N. O. & T. R. R. Co. to Pardee & Trolius, trustees, on August 27, 1886, for which see Charter Book, page 692.

Defendant introduced mortgage made by the L., N. O. & T. R. R. Co. to the Union Trust Co. of New York on Nov. 27, 1886, for which see Charter Book, page 719.

Defendant introduced mortgage made by the Yazoo & Miss. Valley R. R. Co. to the United States Trust Co. of New York on April 14, 1893, for which see Charter Book, page 761.

Defendant introduced mortgage made by the Y. & M. V. R. R. Co. to the Union Trust Co. of New York on the 15th April, 1893, for which see Charter Book, page 788.

190 EXHIBIT 2 TO J. C. WELLING'S TESTIMONY.

At a duly called meeting of the board of directors of the Yazoo & Mississippi Valley Railroad Company held at No. 216 Broadway, in the city of New York, on Wednesday, the 21st day of June, 1893.

Present: Messrs. Fish (president), Cruger, E. H. Harriman, and Luttgen.

The minutes of the meeting of the board of directors held April 13, 1893, were read and approved.

The minutes of the special meeting of the stockholders held in Memphis May 25, 1893, were submitted and read.

The president reported in writing, under date of May 15, 1893, that the supreme court of the State of Mississippi had rendered a decision favorable to this company in the Adams County tax case, and submitted a copy of the decision.

On motion, the president's communication, with accompanying paper, was ordered on file.

The president having reported the purchase of the Illinois Central passenger station in New Orleans and grounds adjacent thereto for the sum of $590,000,

It was, on motion, resolved that said purchase be approved. June 21, 1893.

The meeting then adjourned.

A. G. HACKSTAFF, *Secretary.*

I hereby certify that the foregoing is a true and correct copy of the minutes of the meeting of the board of directors of the Yazoo & Mississippi Valley Railroad Company held at No. 216 Broadway, in the city of New York, on Wednesday, the 21st day of June, 1893.

[SEAL.] A. G. HACKSTAFF,

Secretary Yazoo & Mississippi Valley Railroad Co.

191 EXHIBIT 3 TO J. C. WELLING'S TESTIMONY.

At an adjourned meeting of the board of directors of the Yazoo & Mississippi Valley Railroad Company held at No. 216 Broadway, in the city of New York, on Thursday, the 13th day of April, 1893, pursuant to adjournment from March 3, 1893.

Present: Messrs. Fish (president), Cruger, E. H. Harriman, Luttgen, and Peabody.

The minutes of the meeting of the board of directors held Nov., 1892, and March 3, 1893, were read and approved.

The minutes of the meeting of the executive committee held January 5, 1893, were read, approved, and re-enacted as the action of the board.

The president read a communication addressed by him to the board of directors, under date of April 12, 1893, advising that he had received from F. H. Davis, the former treasurer of the Louisville, New Orleans & Texas Railway Company, $700,000 of the first-mortgage bonds of that company remaining in the treasury, and that these bonds, Nos. 16133 to 16832 (both inclusive), had been deposited with the United Sta-es Trust Company of New York and certificates taken therefore which will entitle this company to receive $661,108 of Illinois Central Railroad Company four per cent. gold bonds of 1953.

On motion, the report of the president was accepted, approved, and ordered on file.

Whereas the Yazoo & Mississippi Valley Railroad Company is largely indebted to the Illinois Central Railroad Company for advances already made, and the latter company is from time to time making further advances for the account of this company: Therefore be it

Resolved, That the interim certificates for $661,108, Illinois Central Railroad Company four per cent. gold bonds of 1953, now in the treasury be deposited with the Illinois Central Railroad Company as collateral security for the above indebtedness, with authority to the Illinois Central Railroad Company to exchange these
192 certificates into bonds and to rehypothecate the said collateral

Whereas this company is interested in the application to be made of the proceeds of certain bonds of the Illinois Central Railroad Company issued or to be issued to the amount of $25,000,000 for the purposes mentioned in a certain indenture or agreement made by that company with the United States Trust Company of New York, under date of September 1, 1892, and has informally agreed to secure the payment of the said bonds by a mortgage or deed of trust

covering that part of its property described in the draft mortgage or deed of trust hereinafter set forth:

Be it therefore resolved, That this company do make, execute, and deliver to the United States Trust Company of New York a mortgage or deed of trust in the form and containing the provisions following—that is to say:

(Here follows mortgage.)

And be it further resolved, That the president or vice-president and secretary of this company be, and they are hereby, authorized for and in behalf of this company and as its act and deed to affix the corporate seal of the company to said mortgage or deed of trust and to duly execute, acknowledge, and deliver the same.

Whereas this company is interested in the application to be made of the proceeds of certain bonds of the Illinois Central Railroad Company issued or to be issued to the amount of $25,000,000 for the purposes mentioned in a certain indenture or agreement made by that company with the United States Trust Company of New York, under date of September 1, 1892, and has informally agreed for the further securing of the said bonds to make, execute, and deliver an indenture to the Union Trust Company of New York supplemental to a certain indenture, known as the second mortgage, executed by the Louisville, New Orleans & Texas Railway Company to said Union Trust Company of New York, under date of August 26, 1886: Be it therefore

Resolved, That this company do make, execute, and de-
193 liver to the Union Trust Company of New York a mortgage or deed of trust in the form and containing the provisions following—that is to say:

(Here follows mortgage.)

And be it further resolved, That the president or vice-president and secretary of this company be, and they are hereby, authorized for and in behalf of this company and as its act and deed to affix the corporate seal of the company to said mortgage or deed of trust and to duly execute, attest, acknowledge, and deliver the same.

On motion, it was

Resolved, That the president is hereby authorized to call a special meeting of the stockholders of the Yazoo & Mississippi Valley Railroad Company, to be held at such time and place as he may deem advisable, to take action on a proposition to approve the two mortgages this day authorized and on any other matters incidental thereto and connected therewith that may come before the meeting.

The meeting then adjourned.

A. G. HACKSTAFF, *Secretary.*

I hereby certify that the foregoing is a true and correct copy of the meeting of the board of directors of the Yazoo & Mississippi Valley Railroad Company held at No. 216 Broadway, in the city of New York, on Thursday, the 13th day of April, 1893.

A. G. HACKSTAFF,

[SEAL.] *Secretary Yazoo & Mississippi Valley Railroad Co.*

194 *First Mortgage of* 1884.

An indenture made the eighteenth day of September, in the year of our Lord one thousand eight hundred and eighty-four, by and between the Louisville, New Orleans and Texas Railway Company, a corporation created, organized, and existing under the laws of the States of Tennessee, Mississippi, and Louisiana, party of the first part, and the Metropolitan Trust Company of the City of New York, a corporation created, organized, and existing under the laws of the State of New York, party of the second part.

Whereas, the party of the first part has been formed by the consolidation under the laws of the States of Tennessee, Mississippi and Louisiana of the Tennessee Southern Railroad Company, a corporation created and existing under the laws of the State of Tennessee, the New Orleans, Baton Rouge, Vicksburg and Memphis Railroad Company, and the Memphis and Vicksburg Railroad Company, corporations created and existing under the laws of the State of Mississippi, and the New Orleans and Mississippi Valley Railroad Company, a corporation created and existing under the laws of the State of Louisiana, and is the owner of a line of railway, extending from Memphis in the State of Tennessee to New Orleans in the State of Louisiana, and is authorized to construct branches thereto.

And whereas, the party of the first part and its successors are about to execute and issue, from time to time, (but with the limitations hereinafter prescribed in respect to the aggregate amount thereof, which may at any time be outstanding, which amount is not in any case to exceed, at the par or face value of such bonds, the sum of twenty million five hundred and fifty thousand dollars) first-mortgage bonds for one thousand dollars each of the general form and tenor following, to wit:

195 UNITED STATES OF AMERICA.

Louisville, New Orleans and Texas Railway Company.

No. —. *First-mortgage Bond.* No. —.

The Louisville, New Orleans and Texas Railway Company, for value received, promises to pay to the bearer hereof, or, if registered, to the registered holder hereof, the sum of one thousand dollars fifty years after date, and, on presentation and surrender at or after maturity of the respective interest warrants hereto annexed, to pay to the person presenting the same, or, if this bond is registered and the interest warrants appertaining thereto cancelled, to pay to the registered holder hereof, interest on such principal sum at the rate of five per centum per annum, semi-annually, on or after the first day of March and September in each year, such payments of prin-

cipal and interest to be made at the office or agency of said company in the city of New York.

This is one of the first-mortgage bonds secured by indenture of mortgage or deed of trust to the Metropolitan Trust Company of the city of New York, trustee, dated September 18th, 1884.

None of said bonds are to be in anywise binding or obligatory unless authenticated by a certificate endorsed thereon, signed by said trustee or its successor or successors in said trust.

This bond may at any time, upon production thereof to said railway company and proper endorsement being made thereon, and either with or without the surrender to said railway company for cancellation of all unpaid interest warrants appertaining thereto, be registered upon the books of the company in the name of the holder thereof, and thereupon its transferability by delivery will cease, and thereafter it can be transferred only by the registered holder or his attorney by transfer duly made upon said books.

196 In witness whereof, the said railway company has caused these presents to be signed by its president, and its corporate seal to be affixed thereto and attested by its secretary, this first day of September, one thousand eight hundred and eighty-four.

LOUISVILLE, NEW ORLEANS AND TEXAS RAILWAY COMPANY,

[SEAL.] By —— ——, *President.*

Attest: —— ——, *Secretary.*

And whereas, the general form of the several interest warrants to be annexed to such bonds (each of which interest warrants is to bear the engraved signature of the treasurer of the railway company) is to be as follows, viz:

(*Form of Interest Warrant.*)

Interest warrant for twenty-five dollars, being semi-annual interest maturing on the first day of ——, —, upon the Louisville, New Orleans and Texas Railway Company's first-mortgage bond No. —.

$25.

—— ——, *Treasurer.*

And whereas, all of the said bonds are to be equally secured by mortgage and hypothecation of the railways and railway lines of the party of the first part and its successors constructed and to be constructed until the length of such constructed railways shall amount, in the aggregate, to eight hundred miles, and of all their appurtenances, and the franchises relating or pertaining thereto.

Now therefore this indenture witnesseth, that the party of
197 the first part, in consideration of the premises, and of one dollar to it paid by the party of the second part, the receipt whereof is hereby acknowledged, and for the purpose of securing the payment of such bonds, with the interest to accrue thereon, according to the true intent and meaning thereof, hath granted, bargained, sold, aliened, remised, released, conveyed, and confirmed,

and by these presents doth grant, bargain, sell, alien, remise, release, convey, and confirm unto the said party of the second part, and its successors and assigns forever, all the railways and railway lines of the party of the first part, and its successors, whether constructed or to be constructed, until the length of such constructed railways shall amount in the aggregate to eight hundred miles, and all their appurtenances, including therein all lands and rights of way, superstructure, rails, tracks, side tracks or sidings, bridges, buildings, fences, depots, station-houses, shops, warehouses, car-houses, engine-houses, machine shops, repair shops, buildings, erections and structures necessary to the operation of said railways or said railway lines, and all and singular the rolling stock, equipment and machinery appertaining thereto, whether now owned or hereafter to be acquired; and also, all the rents, issues, tolls, incomes, earnings and profits of such railways and railway lines; and also all the rights, privileges, immunities and franchises relating or pertaining to such railways or railway lines which the said party of the first part now possesses, owns or is entitled unto, or it or its successors may hereafter become possessed of or entitled unto; and also, all the estate, right, title, interest, property, possession, claim and demand whatsoever, as well in law as in equity, of the said party of the first part, and its successors, of, in and to the premises, and every part and parcel thereof, with the appurtenances.

To have and to hold, all and singular the above mentioned and described premises, together with the appurtenances, unto the said party of the second part, and its successors and assigns for-
198 ever, in trust, nevertheless, for the security and benefit of all and every the persons or bodies corporate who or which shall be or at any time become the holder or holders of any of such bonds, or the interest warrants appertaining thereto, without preference to the holder of any of the said bonds or interest warrants over any of the others, by reason of priority in the date thereof or the time of the issuing or negotiating of the same.

Provided always, and these presents are upon the express condition, that if the party of the first part, or its successors or assigns, shall well and truly pay or cause to be paid to the holders of the said bonds and interest warrants, when and as the same shall become due and payable, the principal and interest moneys secured hereby, according to the terms, provisions and conditions, tenor and effect of the said bonds, then these presents and the estate hereby granted shall cease, determine and be null and void.

And it is covenanted and agreed by and between the parties hereto, that until default shall be made by the said party of the first part, its successors and assigns, in the payment of the principal or interest of the said bonds, or some of them, or some part thereof, the said party of the first part, its successors and assigns, shall be suffered and permitted to possess and enjoy the said premises, with their appurtenances, and all and singular the rights and franchises hereinbefore described, and to receive, take and use the tolls, income, earnings and profits thereof, and the trustee or trustees hereunder shall have full power, in its or their discretion, upon

written request of the party of the first part, its successors or assigns, to convey, by way of release or otherwise, and fully release from the lien of this mortgage, any lands or other property of any description which in its or their judgment shall not be necessary for, or for use in connection with, said railways, and to consent to such changes in the location of tracks, depots and other buildings as in its or their judgment may be expedient, and to make and deliver the releases and conveyances necessary to carry the same into effect, but any lands or other property which may be acquired for permanent use in substitution for any so released or conveyed shall there-
199 upon become subject to the lien of this mortgage, and upon request of the trustee or trustees hereunder shall be conveyed to it or them by the party of the first part, its successors or assigns, upon the trusts of these presents.

But if default shall be made in the payment of the principal or interest moneys mentioned in the said bonds, or any or either of them, or any part thereof, according to the tenor and effect of said bonds or either of them, and if such default shall continue for the period of six months, then, and in that case, the party of the second part, or its successors in the trust, are hereby authorized and empowered, at the request of the holders of one-fourth part of the said bonds then outstanding in respect of which such default shall have been made, to enter into and upon, and take and hold possession of, all and singular the premises, estates, franchises, rights, privileges and property hereby granted and conveyed, or intended so to be, and in person, or by one or more agents, to operate the said railways, to make from time to time all such repairs and replacements as it or they may deem judicious, and all such useful alterations, additions and improvements as the income coming into its or their hands shall be adequate to pay for, and to take, collect and receive all fares, freights, tolls, earnings, issues, profits and income of said railways, and apply such fares, freights, tolls, earnings, issues, profits and income to the proper expenses of holding, operating and managing the said railways and other premises, and conducting the business thereof, to the payment of and for all taxes and assessments which shall be levied or assessed thereon, and all necessary and proper repairs, replacements, alterations, additions and improvements upon said property, and all expenses, costs, charges and counsel fees in the premises of said party of the second part, or its successors in the trust, and a reasonable compensation for its or their services, and next to the payment of the interest and principal of the said bonds, according to the tenor and effect thereof, as the same may be
200 or become due and payable, and in case the principal moneys secured by such bonds shall not have become due, the moneys applicable to the payment of interest shall be applied upon the interest warrants remaining in default, in the order of their maturity; in case the said principal moneys shall have become due, the moneys applicable to the payment of the principal and interest on such bonds shall be applied to such principal and interest *pro rata* without any preference or priority whatsoever.

And further, if default shall be made in the payment of the prin-

cipal or interest moneys mentioned in the said bonds, or any or either of them, or any part thereof, and if such default shall continue for the period of six months, then, and in that case, at the request of the holders of one-fourth part of the said bonds then outstanding in respect of which such default shall have been made, the said party of the second part, or its successors in the said trust, may, and it and they are hereby authorized and empowered to, cause the whole of the said premises, estates, franchises, rights, privileges and property hereby granted and conveyed, or intended so to be, with their appurtenances, and all benefit and equity of redemption of the said party of the first part, and its successors and assigns therein or thereto, to be sold at public auction in the city of New York, in the State of New York, or the city of Memphis, in the State of Tennessee, giving at least three months' previous notice of the time and place of such sale, by publishing the same at least once in each week during such period of three months, in two newspapers published in said city of New York and two newspapers published in said city of Memphis, and giving such other notice of such sale as may be required by law, if any other notice be so required.

And it shall be lawful for the said party of the second part or its successors making such sale, and it and they are hereby authorized and empowered, as the attorney or attorneys of the party of the first part, and its successors, by these presents duly constituted and appointed for that purpose, to make, execute and deliver to the purchaser or purchasers on such sale, all such deeds and conveyances as shall be necessary or proper to convey and assure
201 to, and vest in, him or them, the said premises, estates, franchises, rights, privileges and property, and every part and parcel thereof, and all of the estate, right, title and interest of the said party of the first part, and its successors and assigns therein or thereto; and such sale, and the deeds and conveyances so to be thereupon executed, shall be valid and effectual forever, and shall be a perpetual bar, both in law and equity, against the said party of the first part and its successors and assigns, and against all persons claiming or to claim by, from or under it or them, or any of them.

And it is further declared and agreed, that the receipt of the trustee or trustees who shall make the sale hereinbefore authorized shall be a sufficient discharge to the purchaser or purchasers at such sale for his or their purchase-money, and that such purchaser or purchasers, his or their heirs or assigns or personal representatives, shall not, after paying such purchase-money and receiving such receipt of such trustee or trustees therefor, be obliged to see to the application of such purchase-money upon or for the trusts or purposes of these presents, or be in anywise answerable for any loss, misapplication or non-application of such purchase-money by the trustee or trustees.

And it is hereby declared and agreed, that the said party of the second part, or its successors in the said trust, shall out of the proceeds of such sale, or of any sale which shall, under judicial proceedings or otherwise, be made of the said premises in enforcement of the security afforded by these presents, in the first place, pay and

retain the costs and expenses attending such sale, and all counsel fees and other expenses incurred by it or them in reference to the same, and a reasonable compensation for its or their own services in the premises; and also any balance which may be due to it or them on account of any disbursements or expenses paid or incurred in or about the care and management of the said premises subsequent to the taking possession thereof by it or them, including the reasonable compensation of any agent or agents who may be employed in or about such care and management, and shall apply the residue of the proceeds of such sale, or so much thereof as may be
202 necessary, to the payment of the whole amount of principal and interest which shall then be owing and unpaid upon the bonds secured hereby, or any of them, whether the said principal, by the tenor of the said bonds, be then due or yet to become due. And in case of a deficiency of such proceeds to pay in full the whole amount of principal and interest owing or unpaid upon the said bonds, they shall be paid ratably in proportion to the amounts owing and unpaid upon them respectively, and without discrimination as between principal and interest, and without preference of the holder of any one bond or interest warrant over any of the others; and any surplus which may remain after the full payment of the principal and interest of all of the said bonds shall be paid over to the said party of the first part, or its successors or assigns, upon lawful demand being made therefor.

And it is hereby further provided, declared, granted and agreed, that upon the happening of such event or events as is or are hereinbefore declared agreed or provided to authorize the said party of the second part, or its successors, to sell the said premises, estates, franchises, rights, privileges and property, or to take the requisite proceedings to that end, the said party of the second part, or its successors, shall be entitled, in its or their discretion, instead of taking proceedings for and making sale of said premises, estates, franchises, rights, privileges, and property, under and in virtue of the power of sale hereinbefore contained, to proceed by bill in equity, or other appropriate proceedings, in any court or courts of competent jurisdiction, to foreclose this mortgage or enforce the rights, liens and securities of the trustee or trustees and the bondholders thereunder; and thereupon said trustee or trustees shall be entitled to have the said premises, estates, franchises, rights, privileges and property hereby granted or conveyed or intended so to be, sold by judicial sale under the order or decree of such court or courts, for or towards the satisfaction of the principal and interest due or owing upon the then outstanding first-mortgage bonds, issued under or entitled to the benefit of the security of this mortgage, and
203 for the enforcement of the rights, liens and securities of the trustee or trustees and the bondholders; and in case of such judicial sale, the net proceeds thereof shall be applicable and distributable in like manner as hereinbefore provided in respect of the net proceeds of a sale of such mortgaged premises and properties, rights and franchises, under and in virtue of the power of sale hereinbefore contained; and all the stipulations and provisions in

this indenture contained with reference to or consequent upon a sale of such mortgaged premises and properties, rights, immunities and franchises, when or if sold under said power of sale, shall be applicable and applied as far and as nearly as may be, in case of such judicial sale being made under the order or decree of the court.

And it is hereby further provided, declared and agreed that in case of such sale as is hereinbefore authorized being made by the party of the second part or its successors in said trust, or in case of any judicial sale being made of the said premises, properties, rights and franchises hereby mortgaged, or any part thereof, in enforcement of the mortgage lien hereby created, the purchaser or purchasers at such sale shall be entitled, in making settlement for and payment of the purchase-money bidden at such sale, to turn in or use towards the payment of such purchase-money the bonds held by such purchaser or purchasers, to or towards the payment whereof the net proceeds of such sale shall be legally applicable, reckoning such bonds, or the amount so turned in or used of the same for such purpose, at such sum as would be payable out of the net proceeds of such sale to such purchaser or purchasers, as holder or holders of such bonds, for his or their just share or proportion of such net proceeds of sale, upon due apportionment of and concerning such net proceeds.

And the said party of the first part, for itself, its successors and assigns, doth hereby covenant, grant and agree to and with the said party of the second part, and its successors in the trust, and to and with the respective persons and corporations who or which shall at any time become holders of the said bonds hereby secured, or any of them, that the said party of the first part, its successors and
204 assigns, shall and will at any time and from time to time hereafter, upon request, make, do, execute and deliver all such further and other acts, deeds and things as shall be reasonably advised, devised or required to effectuate the intention of these presents, and to assure and confirm to the said party of the second part, or its successors, all and singular the property and estate, real and personal, hereinbefore described, and hereby intended to be granted, and so as to render the same, and especially such portions thereof as shall be hereafter acquired by the said party of the first part, or its successors, available for the security and satisfaction of the said bonds, according to the intent and purpose herein expressed.

And it is hereby further provided, covenanted, declared and agreed that the party of the second part and its successors in the trust hereby created are, from time to time, upon the request of the party of the first part, its successors or assigns, to authenticate and certify as issued hereunder and to deliver to the party of the first part, its successors or assigns, bonds of said party of the first part or its successors of the general form and tenor above set forth, to amounts which shall aggregate thirty thousand dollars for each mile of said main line of railway of the party of the first part from Memphis, in the State of Tennessee, to New Orleans, in the State of Louisiana, and thereafter, to amounts which shall aggregate twenty

thousand dollars for each mile of constructed railway, not included in such main line, owned by the party of the first part, or its successors, and mortgaged hereby, or by indenture of mortgage or deed of trust supplemental hereto constituting a first mortgage thereon, until the length of such constructed railways, including such main line, shall amount in the aggregate to eight hundred miles; and that the certificate of the president of said party of the first part or its successors to the facts entitling the party of the first part or its successors to receive such bonds under the foregoing clause hereof, shall be sufficient evidence of such facts and shall fully protect the said party of the second part or its successors in respect to the authentication, certification and delivery of said bonds; but
205 it is expressly provided, declared, covenanted and agreed that the said party of the second part and its successors in the trust created hereby shall not, in any event, authenticate or certify, as issued hereunder, bonds in excess of thirty thousand dollars for each mile of such main line of railway, and twenty thousand dollars for each mile of constructed railway so owned and mortgaged but not included in such main line. Provided, however, that nothing herein contained shall prevent the party of the second part and its successors from authenticating, certifying and delivering to said party of the first part, its successors or assigns, bonds in excess of such respective limits of thirty thousand dollars per mile of main line and twenty thousand dollars per mile of other constructed railway (but not in any case exceeding in the aggregate the amount at their par or face value of twenty million five hundred and fifty thousand dollars), in case the proceeds of the sale of such bonds issued in excess of such respective limits shall simultaneously with the delivery of such bonds to the party of the first part, its successors or assigns, be deposited with the trustee or trustees hereunder, to be delivered to the party of the first part, its successors or assigns, only from time to time, as and when, under the foregoing provisions hereof, it or they would have become entitled to receive the bonds represented by such deposited proceeds, and until such delivery of such proceeds to said party of the first part, its successors or assigns, the same shall be held by the said trustee or trustees, as further collateral security to all the bonds outstanding hereunder.

And the said party of the first part doth hereby covenant, grant and agree to and with the said party of the second part and its successors in the trust, and to and with the respective persons and corporations who or which shall at any time become holders of the said bonds hereby secured, or any of them, that from and after the first day of July, 1894, the sum of twenty-five thousand dollars shall be set apart annually as a sinking fund for the redemption and payment of the bonds to be secured hereby; that if, and so long as the bonds secured hereby can be purchased at or below
206 par, such sinking fund shall be invested in such bonds, which are to be purchased by the board of directors of said party of the first part, or its successors, from time to time, at its discretion, at the market price of such bonds; but in case such bonds cannot be purchased at or below par, then, and in that event, said

board of directors are, from time to time, to invest said sinking fund, and the earnings and accruals thereof, either in such bonds at the market price thereof at the time of purchase or in such other securities or in such other manner as to the board of directors may seem expedient, with full liberty to change the investments from time to time at its discretion, and in making such investments the said board of directors is not to be limited to the subjects of investment permitted to trustees, but is to be at liberty to invest the same according to its own judgment, free from any such limitation whatsoever; but the said sinking fund and the earnings and accruals therefrom are to be irrevocably pledged to the redemption and payment of the bonds to be issued hereunder, except that any and all bonds secured hereby, and all interest warrants appertaining thereto, which may be purchased with said sinking fund, or the earnings or accruals thereof, shall forthwith on the purchase thereof be cancelled and destroyed.

And it is hereby further provided, declared and agreed, that any vacancy in the office of trustee hereunder may be permanently filled by the appointment of a new trustee or new trustees, by an instrument or concurrent instruments in writing, executed under the hands and seals of the holders of a majority in interest of the then outstanding bonds secured hereby, or their attorneys-in-fact thereunto authorized, but that the board of directors of the party of the first part or its successors may make a temporary appointment to fill such vacancy until a permanent appointment shall be made in the manner above prescribed.

And it is hereby covenanted and agreed, that any new trustee or new trustees, appointed as aforesaid, whether by a permanent or temporary appointment, shall immediately upon its, his or their appointment, and without any further act, deed or conveyance, become and be vested with all of the estates, trusts, rights, powers and
207 duties of the trustee or trustees in whose place it, he or they shall have been appointed; but, nevertheless, the respective parties hereto, and their respective successors and assigns, shall and will, upon request, make, execute and deliver all such releases, conveyances and assurances as shall be appropriate to vest in and confirm and assure to such new trustee or new trustees such estates, trusts, rights, powers and duties, according to the intent above expressed.

And the said party of the second part does hereby accept the trust conferred upon it by these presents, but with the understanding, and it is hereby expressly provided and agreed, that it shall not be liable or accountable for the acts, defaults or neglect of any agent or agents who may, in good faith and with reasonable discretion, be appointed under and by virtue of or for the purposes of these presents to do any of the matters or things herein provided for, and that no other liability or responsibility shall, under any circumstances, be borne by or attach to it than for the exercise of reasonable diligence only in the performance of the said trusts, when action on its part for that purpose shall become necessary.

In witness whereof, the parties hereto have caused their respective

corporate seals to be hereunto affixed and attested by their respective secretaries, and these presents to be signed by their respective presidents the day and year first above written.

[CORPORATE SEAL.] LOUISVILLE, NEW ORLEANS AND TEXAS RAILWAY COMPANY,
By R. T. WILSON, *President.*

Attest: C. H. BOSHER, *Sec'ty.*

[SEAL OF TRUST CO.] THE METROPOLITAN TRUST COMPANY OF THE CITY OF NEW YORK,
By THOS. HILLHOUSE, *Pres't.*

Attest: W. J. BRITTIN, *Secretary.*

208 STATE OF NEW YORK, *City and County of New York,* } ss:

Be it remembered, that on this eighteenth day of September, in the year of our Lord one thousand eight hundred and eighty-four, before me, William Shillaber, a duly appointed notary public in and for the city and county of New York, State of New York, and commissioner for the State of Tennessee, in and for the State of New York, residing in the said city and county of New York, personally appeared Richard T. Wilson, president of the Louisville, New Orleans and Texas Railway Company, and Charles H. Bosher, secretary of the same company, to me respectively personally known, and known to me to be such officers of the said company, who being by me severally duly sworn, did depose and say: That he, said Richard T. Wilson, resides in the city of New York in the State of New York, and that he, said Charles H. Bosher, resides in the city of Brooklyn, in the State of New York; that he, said Richard T. Wilson, is the president, and he, said Charles H. Bosher, is the secretary, of the said company; that they know the corporate seal of said company; that the seal affixed to the foregoing instrument is such corporate seal, and that it was so affixed thereto by order of the board of directors of the said company, and that they, the said Richard T. Wilson and Charles H. Bosher, signed their names thereto by the like order as president and secretary of said company respectively.

In witness whereof, I have hereunto set my and affixed my official seal, this 18th day of September, one thousand eight hundred and eighty-four.

WILLIAM SHILLABER, 271, [NOTARIAL SEAL.]
Notary Public and Commissioner for Tennessee in New York.

[Commissioner's Seal, Tenn.]

209 STATE OF NEW YORK, *City and County of New York,* } ss:

Be it remembered, that on this eighteenth day of September, in the year of our Lord one thousand eight hundred and eighty-four

before me, William Shillaber, a duly appointed notary public in and for the city and county of New York, State of New York, and commissioner for the State of Tennessee, in and for the State of New York, residing in said city and county of New York, personally appeared Thomas Hillhouse, president of the Metropolitan Trust Company of the City of New York, and Walter J. Brittin, secretary of the same company, to me respectively personally known and known to me to be such officers of the said company, who being by me severally duly sworn, did depose and say: That he, said Thomas Hillhouse, resides in the city of New York, in the State of New York; and that he, said Walter J. Brittin, resides in Jersey City, in the State of New Jersey; that he, said Thomas Hillhouse, is the president, and he, said Walter J. Brittin, is the secretary, of the said company; that they know the corporate seal of said company; that the seal affixed to the foregoing instrument is such corporate seal, and that it was so affixed thereto by authority of the trustees of the said company, and that they, the said Thomas Hillhouse and Walter J. Brittin, signed their names thereto by the like authority as president and secretary of said company respectively.

In witness whereof, I have hereunto set my hand and affixed my official seal, this 18th day of September, one thousand eight hundred and eighty-four.

[NOTARIAL SEAL.] WILLIAM SHILLABER, 271,
Notary Public and Commissioner for Tennessee in New York.

[Commissioner's Seal, Tenn.]

210 STATE OF NEW YORK, } *ss.:*
City and County of New York, }

Be it remembered, that on this eighteenth day of September, in the year of our Lord one thousand eight hundred and eighty-four, before me, William Shillaber, a duly appointed notary public in and for the city and county of New York, State of New York, and commissioner for the State of Mississippi, in and for the State of New York, residing in said city and county of New York, personally appeared Richard T. Wilson, president of the Louisville, New Orleans and Texas Railway Company, and Charles H. Bosher, secretary of the same company, to me respectively personally known, and known to me to be such officers of the said company, who being by me severally duly sworn, did depose and say: That he, said Richard T. Wilson, resides in the city of New York, in the State of New York, and that he, said Charles H. Bosher, resides in the city of Brooklyn, in the State of New York; that he, said Richard T. Wilson, is the president, and he, said Charles H. Bosher, is the secretary of the said company; that they know the corporate seal of said company; that the seal affixed to the foregoing instrument is such corporate seal, and that it was so affixed thereto by order of the board of directors of the said company, and that they, the said Richard T. Wilson and Charles H. Bosher, signed their names thereto by the like order, as president and secretary of said company, respectively.

In witness whereof, I have hereunto set my hand and affixed my official seal, this 18th day of September, one thousand eight hundred and eighty-four.

WILLIAM SHILLABER, 271, [NOTARIAL SEAL.]
Notary Public and Commissioner for Mississippi in New York.

[Commissioner's Seal, Miss.]

211 STATE OF NEW YORK, } ss:
City and County of New York, }

Be it remembered, that on this eighteenth day of September, in the year of our Lord one thousand eight hundred and eighty-four, before me, William Shillaber, a duly appointed notary public in and for the city and county of New York, State of New York, and commissioner for the State of Mississippi, in and for the State of New York, residing in said city and county of New York, personally appeared Thomas Hillhouse, president of the Metropolitan Trust Company of the City of New York, and Walter J. Brittin, secretary of the same company, to me respectively personally known and known to me to be such officers of the said company, who being by me severally duly sworn, did depose and say: That he, said Thomas Hillhouse, resides in the city of New York, in the State of New York; and that he, said Walter J. Brittin, resides in Jersey City, in the State of New Jersey; that he, said Thomas Hillhouse, is the president, and he, said Walter J. Brittin, is the secretary of the said company; that they know the corporate seal of said company; that the seal affixed to the foregoing instrument is such corporate seal, and that it was so affixed thereto by authority of the trustees of the said company, and that they, the said Thomas Hillhouse and Walter J. Brittin, signed their names thereto by the like authority as president and secretary of said company respectively.

In witness whereof, I have hereunto set my hand and affixed my official seal, this 18th day of September, one thousand eight hundred and eighty-four.

[NOTARIAL SEAL.] WILLIAM SHILLABER, 271,
Notary Public and Commissioner for Mississippi in New York.

[Commissioner's Seal, Miss.]

212 STATE OF NEW YORK, } ss:
City and County of New York, }

Be it remembered, that on this eighteenth day of September, in the year of our Lord one thousand eight hundred and eighty-four, before me, William Shillaber, a duly appointed notary public in and for the city and county of New York, State of New York, and commissioner for the State of Louisiana, in and for the State of New York, residing in said city and county of New York, personally appeared Richard Thornton Wilson, president of the Louisville, New Orleans and Texas Railway Company, and Charles H. Bosher, secretary of the same company, to me respectively personally known and known to me to be such officers of the said company, and to be

the same persons described in and who executed the foregoing instrument in my presence and in that of the two witnesses whose names are thereto subscribed as such, who being by me severally duly sworn, did depose and saw: That he, said Richard Thornton Wilson, resides in the city of New York, in the State of New York, and that he, said Charles H. Bosher, resides in the city of Brooklyn, in the State of New York; that he, said Richard Thornton Wilson, is the president, and he, said Charles H. Bosher, is the secretary of the said company; that they know the corporate seal of said company; that the seal affixed to the foregoing instrument is such corporate seal, and that it was so affixed thereto by order of the board of directors of the said company, and that they, the said Richard Thornton Wilson and Charles H. Bosher, signed their names thereto by the like order as president and secretary of said company respectively, and thereupon acknowledged that they had signed, sealed and delivered such instrument as the voluntary act and deed of said company, and as their own voluntary act and deed, for the considerations, uses and purposes therein expressed.

In witness whereof, I have hereunto set my hand and
213 affixed my official seal, this 18th day of September, one thousand eight hundred and eighty-four.

R. T. WILSON.
C. H. BOSHER.

CHARLES H. TWEED,
J. F. C. GROW, *Witnesses.*

[Commissioner's Seal (La.).]

[NOTARIAL SEAL.] WILLIAM SHILLABER, 271,
Notary Public and Commissioner for Louisiana in New York.

STATE OF NEW YORK, }
City and County of New York, } *ss:*

Be it remembered, that on this eighteenth day of September, in the year of our Lord one thousand eight hundred and eighty-four, before me, William Shillaber, a duly appointed notary public in and for the city and county of New York, State of New York, and commissioner for the State of Louisiana, in and for the State of New York, residing in said city and county of New York, personally appeared Thomas Hillhouse, president of the Metropolitan Trust Company of the City of New York, to me personally known, and known to me to be the president of the said company, and to be the same person described in and who executed the foregoing instrument in my presence and in that of the two witnesses whose names are thereto subscribed as such, who being by me duly sworn, did depose and say: That he resides in the city of New York, in the State of New York, and is the president of the said company; that he knows the corporate seal of said company; that the seal affixed to the foregoing instrument is such corporate seal, and that it was so affixed thereto by authority of the trustees of the said company, and that

he signed his name thereto by the like authority as president
214 of said company, and the said Hillhouse thereupon acknowledged that he had signed, sealed and delivered the said instrument as the voluntary act and deed of said company, and as his own voluntary act and deed for the considerations, uses and purposes therein expressed.

In witness whereof, I have hereunto set my hand and affixed my official seal, this 18th day of September, one thousand eight hundred and eighty-four.

THOS. HILLHOUSE.

W. J. BRITTIN,
JOHN TELFORD, *Witnesses.*

WILLIAM SHILLABER, 271, [NOTARIAL SEAL.]
Notary Public and Commissioner
for Louisiana in New York.

[Commissioner's Seal (La.).]

215 *Second Mortgage of* 1884.

Deed of trust for income bonds.

This indenture, made the eighteenth day of September, eighteen hundred and eighty-four, between the Louisville, New Orleans and Texas Railway Company, a corporation created and organized under the laws of the States of Tennessee, Mississippi and Louisiana, party of the first part, and Edward H. Pardee of the city of New York in the State of New York, and Albert Crolius of the city of Brooklyn in the State of New York, as trustees, as hereinafter mentioned, parties of the second part.

Whereas, the party of the first part has been formed by the consolidation, under the laws of the States of Tennessee, Mississippi and Louisiana, of the Tennessee Southern Railroad Company, a corporation created and existing under the laws of the State of Tennessee, the New Orleans, Baton Rouge, Vicksburg and Memphis Railroad Company and the Memphis and Vicksburg Railroad Company, corporations created and existing under the laws of the State of Mississippi, and the New Orleans and Mississippi Valley Railroad Company, a corporation created and existing under the laws of the State of Louisiana, and is the owner of a line of railway extending
216 from Memphis in the State of Tennessee to New Orleans in the State of Louisiana, and is authorized to construct branches thereto.

And whereas, the party of the first part, in accordance with the authority vested in it on that behalf, is about to execute and issue from time to time (but with the limitation hereinafter prescribed in respect to the aggregate amount thereof, which may at any time be outstanding), its income bonds for one thousand dollars each, of the general form and tenor following, to wit:

No. —. $1,000.

Louisville, New Orleans and Texas Railway Company.

The Louisville, New Orleans and Texas Railway Company, for value received, promises to pay to the bearer hereof the sum of one thousand dollars at its agency in the city of New York fifty years after date, and further promises to pay the bearer hereof in the meantime, annually, on the first day of November in each year, at its agency in the city of New York, on presentation of this bond for endorsement of such payment thereon, such interest on such principal sum, (not exceeding, however, six per centum per annum,) as the net earnings and income of said railway company from its railways in each current year ending on the first day of July next preceding the day above fixed for the payment of the annual interest hereon shall suffice to pay upon all the bonds of this issue outstanding on such first day of July, after first paying from the earnings and income of said company from such railways the expenses of operating said railways, and of keeping up and maintaining the same, with their appurtenances, and of all improvements, additions, betterments, renewals and acquisitions, and of providing and keeping up suitable equipment, and the expenses of conducting said company's business and affairs, and maintaining its corporate organization, and after likewise paying from said earnings and
217 income the interest payable from time to time upon such other bonds of said company or its successors as shall be from time to time outstanding, and such amounts as may be prescribed to be paid to or towards sinking funds for the redemption thereof.

And if in any year the amount as ascertained and determined to be applicable to the payment of such annual interest on the bonds of this issue shall not be sufficient for the full payment of interest at the rate of six per centum per annum thereon, the amount of such deficiency, whether partial or total, shall not be accumulative, nor be made up out of any surplus income of subsequent years, but shall be absolutely waived, relinquished and discharged.

This bond is one of a series of bonds of such railway company for one thousand dollars each, numbered consecutively from 1 (one) upwards, issued and to be issued at a rate not exceeding twenty thousand dollars per mile of railroad constructed ready for operation, all of which bonds are equally secured by a certain indenture of mortgage or deed of trust, bearing date the 18th day of September, one thousand eight hundred and eighty-four, executed by the said railway company to Edward H. Pardee and Albert Crolius, as trustees, conveying upon the terms and conditions therein expressed, all such lands of said railway company situated in the counties of De Soto, Tunica, Quitman, Coahoma, Bolivar, Washington, Issaquena, Sharkey, Warren and Tate, in the State of Mississippi, as are not and shall not be required for the use of said railway company or its successors in the construction or operation of its or their railroads or branches.

This bond shall not become obligatory unless the certificate en-

dorsed hereon is signed by the trustees under the indenture of mortgage or deed of trust securing the same.

In witness whereof, the said Louisville, New Orleans and Texas Railway Company has caused its corporate seal to be hereto
218 affixed, and these presents to be attested by the signatures of its president and secretary, the first day of September, in the year of our Lord one thousand eight hundred and eighty-four.

—— ——, *President.*

—— ——, *Secretary.*

And whereas, the said party of the first part desires to secure the due payment of said bonds by this mortgage:

Now, therefore, this indenture witnesseth, that the said party of the first part, in consideration of the premises, and for the purpose of securing the due payment of the aforesaid bonds in accordance with the terms, provisions and conditions thereof, and in further consideration of one dollar to the said party of the first part in hand paid at and before the ensealing and delivery of these presents, the receipt whereof is hereby acknowledged, *hath* granted, bargained, sold, assigned, released, conveyed and confirmed, and by these presents, *doth* grant, bargain, sell, assign, release, convey and confirm unto the said Edward H. Pardee and Albert Crolius, trustees as aforesaid, parties of the second part, and their successors or successor in said trust, all such lands of said party of the first part, situated in the counties of De Soto, Tunica, Quitman, Coahoma, Bolivar, Washington, Issaquena, Sharkey, Warren and Tate, in the State of Mississippi, as are not and shall not be required for the use of said party of the first part or its successors in the construction or operation of its or their railroads or branches.

To have and to hold, unto the said parties of the second part and their successors or successor in the said trust, but in trust for, and for the use, benefit, and security of all and singular the persons and corporations who or which shall from time to time be or become lawful owners or holders of any of said income bonds, and
219 for securing the due payment of such bonds respectively, with *pro rata* equality, without preference or priority of any of such bondholders over any of the others.

Provided always, nevertheless, and these presents are upon the express condition that if the said party of the first part, its successors or assigns, do and shall well and truly pay the said income bonds when and as the same shall become due and payable, in accordance with the terms, provisions and conditions thereof, then these presents and the estates, rights and interests thereby granted or conveyed shall cease and determine and become null and void.

And provided further, and it is an express provision and condition of this indenture, that the party of the first part or its successors, notwithstanding the execution of these presents, shall be permitted at any time, and from time to time, by means of its land department or otherwise, to sell and dispose of the lands mortgaged hereby, or

any part thereof, upon such terms as may be satisfactory to it, and to give title thereto free and discharged from this mortgage.

And it is further agreed that it shall be the duty of the party of the first part, or its successors, to apply the gross receipts from such sales or disposition thereof as follows:

First. To the payment of taxes and assessments upon such lands, or which may be imposed in respect thereof.

Second. To the payment of the expenses incurred, or which may be incurred, in the care, custody and management of such lands.

Third. The net proceeds of such sales or disposition thereof, after payment of such amounts, shall be applied to the discharge of the said income bonds issued and secured hereunder on any equitable terms, or shall be held in trust by or under the directions of the trustees or trustee of this mortgage as security for the outstanding income bonds secured hereby.

And provided further, and it is likewise an express condition of this indenture, that until the party of the first part, its successors and assigns, shall have made some default in the payment of the said bonds hereby secured, or of some of such bonds, the said party of the first part, its successors and assigns, shall be entitled to continue in the possession, use and enjoyment of the said mortgaged premises, and in receipt of the income, rents and profits thereof.

And it is hereby further provided, declared, granted and agreed, that the bonds which may be issued from time to time under this mortgage shall not exceed twenty thousand dollars for each mile of railroad at the time constructed ready for operation, and that the said trustees, or their successors or successor in the trust, shall accept a certificate signed by the president of the party of the first part or its successors, as conclusive evidence of the number of miles of road constructed ready for operation, and the said trustees or their successors shall not be required to look beyond the certificate of the president as herein provided, and shall not be responsible in any event for any act done in pursuance of such certificate.

And it is hereby further provided, declared, granted and agreed, that in case default shall be made in the payment of the principal of said bonds hereby secured, or of any of such bonds, when such principal shall be due and payable, then, and in that event, the said parties of the second part, or their successors in the said trust, shall be entitled to, and may, and upon the requisition in writing to that effect of holders of a majority of such income bonds hereby secured, and upon being duly and properly indemnified by such bondholders against expense or loss in the premises, shall, either personally, or by agent or attorney, enter into and upon such part of the said mortgaged premises as shall then remain subject to the lien and operation of this indenture of mortgage, and shall have, hold, and possess the same, with the rights and privileges thereunto appertaining.

And thereupon it shall be lawful for the said parties of the second part hereto, or their successors in the trust, either personally or by

attorney or agent, duly constituted therefor by the said trustees, to sell and dispose of all such part of the said mortgaged prem-
221 ises as shall then remain subject to the lien and operation of this indenture of mortgage, at public auction to the highest bidder, either in the city of New York, in the State of New York, or in the city of Vicksburg, in the State of Mississippi, as the said trustees may in their discretion designate, and at such time as they may appoint therefor; provided, however, and it is hereby declared and agreed, that preparatory to such auction sale as aforesaid, the said trustees shall give public notice of the time and place when and where the same is to be made, and of the property to be sold, by advertisement in a newspaper published in the said city of Vicksburg, and in two newspapers of good circulation published in the city of New York, and that such advertisement shall be published in each of such newspapers at least twice in each week, for the twelve successive weeks next previous to the day fixed for such sale, with the right, however, to the trustees, after such notice shall have been so published, to adjourn the sale so advertised from time to time, in the discretion of the trustees, giving reasonable notice or notices of such adjournment or adjournments, and after so adjourning to make the sale at the time to which it may be finally adjourned. *And* it shall be lawful for the said trustees, and they are expressly authorized and empowered, upon making any such auction sale of such part of such mortgaged premises as above authorized, to make and deliver to the purchaser or purchasers thereof at such sale, upon his or their paying the purchase-money therefor, a good and sufficient deed or deeds of conveyance in the law of the same, which auction sale and the deed or deeds thereupon made as above authorized, it is hereby granted, declared and agreed shall be good and valid in the law, and shall operate to vest in the grantee or grantees in such conveyances such part of such mortgaged premises so sold in fee-simple and absolutely, and such deed or deeds shall operate to foreclose all equity of redemption of the said party of the first part and its successors or assigns, and shall be a perpetual bar, both at law and equity, against the said party of the first part, its successors and assigns, and against any and all persons or corporations, claiming or to claim such part of such mortgaged
222 & 223 premises so sold and conveyed, or any thereof, by, from, through or under the said party of the first part, or its successors or assigns.

And it is further provided, declared and agreed, that from the proceeds of such sale made as aforesaid, the said trustees shall be entitled, in the first place, to deduct and retain or pay for all proper charges or expenses of or incident to such advertisement, foreclosure and sale, and conveyance, inclu ing attorney's and counsel's fees, and any and all unreimbursed advances, expenses, charges and liabilities which may have been properly made or incurred by such trustees in taking possession of such part of said mortgaged premises, or managing the same while in their possession, or in arranging for and completing the sale aforesaid, and also all unreimbursed payments which may have been made by the said trustees for taxes or

assessments, and for charges or liens prior to the lien of this indenture, if any such there shall be, as well as the just and reasonable compensation for the services of such trustees in the premises, and the said trustees shall apply the residue of the proceeds of such sale, after the deductions and payments above authorized to be first made thereout, to the payment of the principal of the said income bonds, by this mortgage secured, or intended so to be, or of such of said bonds as may at that time remain outstanding and unpaid, and likewise to the payment of the interest which, according to the provisions, stipulations and conditions of said bonds, shall have accrued up to that time upon the principal of the said bonds hereby secured, and which shall remain unpaid and properly payable, with any interest accrued on such interest after default, without discrimination or preference as between principal and interest, but ratably according to the aggregate amount of such unpaid principal and accrued and unpaid interest, which payments shall be made to the bondholders, without any discrimination or preference between them on account of the time of the actual issuing of the bonds, or the time of maturing of the interest thereon.

And it is further declared and agreed, that the receipt of the
224 trustees who shall make the sale hereinbefore authorized, shall be a sufficient discharge to the purchaser or purchasers at such sale, for his or their purchase-money, and that such purchaser or purchasers, his or their heirs or assigns or personal representatives, shall not, after paying such purchase-money and receiving such trustees' receipt therefor, be obliged to see to the application of such purchase-money upon or for the trusts or purposes of these presents, or be in anywise answerable for any loss, misapplication, or non-application of such purchase-money by the trustees.

And it is hereby further provided, declared and agreed, that the trustees under this indenture, or their successors, upon payment to them of their reasonable claims or charges for services rendered in the trust up to that time, may at any time be removed from the trust by instrument in writing, or concurrent instruments in writing, under the hands and seals of the holders of a majority in interest of the then outstanding bonds secured hereby, or their attorneys-in-fact thereunto authorized.

And it is hereby further provided, declared and agreed, that any vacancy in the office of trustee hereunder may be permanently filled by the appointment of a new trustee or new trustees, by an instrument or concurrent instruments in writing, executed under the hands and seals of the holders of a majority in interest of the then outstanding bonds secured hereby, or their attorneys-in-fact thereunto authorized, but that the board of directors of the party of the first part or its successors may make a temporary appointment to fill such vacancy until a permanent appointment shall be made in the manner above prescribed.

And it is hereby covenanted and agreed, that any new trustee or new trustees, appointed as aforesaid, whether by a permanent or temporary appointment, shall immediately upon his, its or their appointment, and without any further act, deed or conveyance, become and

be vested with all of the estate, trust, rights, powers and duties of the trustee or trustees in whose place he, it or they shall have been appointed; but, nevertheless, the respective parties hereto, and their respective successors and assigns, shall and will, upon request,
225 make, execute and deliver all such releases, conveyances and assurances as shall be appropriate to vest in and confirm and assure to such new trustee or new trustees such estate, trust, rights, powers and duties, according to the intent above expressed.

And it is hereby further provided, declared and agreed, that the trustees hereunder shall be entitled to receive reasonable compensation for all services performed, and the repayment of all necessary or proper disbursements made, by them in and about the execution of the trusts hereby created, which compensation, if there shall have been an entry by the trustees themselves, or through a receiver or receivers, upon the mortgaged premises, or a sale made of such premises in enforcement of this mortgage, shall be payable out of such mortgaged premises and the proceeds thereof.

The trustees shall not be required to take any steps in the execution of this trust which may subject them to liability or expense unless the holders of the bonds secured hereby, or some of them, shall, from time to time, as required by the trustees, give sufficient security to indemnify them against such liability or expense. The said trustees shall be at liberty to appoint counsel learned in the law in all suitable cases, and the trustees shall not be liable for any default or neglect of any cotrustee, or of any agent by them appointed, when such agent shall have been selected with reasonable discretion, and shall only be required to exercise good faith and ordinary diligence in the performance of their duties under this indenture. It is further agreed that the trustees may at any time resign and discharge themselves from their trust upon giving to the party of the first part, or its successors, ninety days' notice of their purpose so to do, unless a shorter notice may be accepted by the party of the first part or its successors therefor.

And the said party of the first part, for the considerations aforesaid, doth hereby covenant and agree to and with the said parties of the second part and their successors, as trustees, and likewise to and with the holders from time to time of the several bonds
226 issued under and secured by this indenture, that the said party of the first part, its successors and assigns, shall and will from time to time, and at all times hereafter upon reasonable request, make, do, execute, acknowledge and deliver all such further acts, deeds, conveyances and assurances in the law, for the better and more effectually assuring, conveying and confirming unto the said trustees and their successors in the trust hereby created, upon the trusts and for the uses and purposes herein expressed or intended, all and singular, the premises hereby mortgaged or conveyed in trust, or agreed or purporting or intended so to be, as by such trustees or bondholders, under the advice of counsel, shall be reasonably advised, devised or required.

And the said parties of the second part do hereby accept the trusts

hereby created, upon the terms and conditions hereinbefore expressed.

In witness whereof, the said party of the first part hath hereto affixed its corporate seal, and caused the same to be attested by its president and secretary; and the said parties of the second part respectively have hereunto set their hands and seals the day and year first above written.

[Corporate Seal.]

LOUISVILLE, NEW ORLEANS AND TEXAS RAILWAY COMPANY,
By R. T. WILSON, *President.*

Attest: C. H. BOSHER, *Sec'ty.*

E. H. PARDEE. [SEAL.]
ALBERT CROLIUS. [SEAL.]

227 STATE OF NEW YORK, }
City and County of New York, } ss:

Be it remembered, that on this eighteenth day of September, in the year of our Lord one thousand eight hundred and eighty-four, before me, William Shillaber, a duly appointed notary public in and for the city and county of New York, State of New York, and commissioner for the State of Mississippi, in and for the State of New York, residing in said city and county of New York, personally appeared Richard T. Wilson, president of the Louisville, New Orleans and Texas Railway Company, and Charles H. Bosher, secretary of the same company, to me respectively personally known and known to me to be such officers of the said company, who being by me severally duly sworn, did depose and say: That he, said Richard T. Wilson, resides in the city of New York, in the State of New York, and that he, said Charles H. Bosher, resides in the city of Brooklyn, in the State of New York; that he, said Richard T. Wilson, is the president, and he, said Charles H. Bosher, is the secretary of the said company; that they know the corporate seal of said company; that the seal affixed to the foregoing instrument is such corporate seal, and that it was so affixed thereto by order of the board of directors of the said company, and that they, the said Richard T. Wilson and Charles H. Bosher, signed their names thereto by the like order as president and secretary of said company respectively.

In witness whereof, I have hereunto set my hand and affixed my official seal, this 18th day of September, one thousand eight hundred and eighty-four.

[Notarial Seal.]

WILLIAM SHILLABER, 271,
Notary Public and Commissioner for Mississippi in New York.

[Commissioner's Seal.]

228 STATE OF NEW YORK, } ss:
City and County of New York, }

Be it remembered, that on this eighteenth day of September, in the year of our Lord one thousand eight hundred and eighty-four, before me, William Shillaber, a duly appointed notary public in and for the city and county of New York, State of New York, and commissioner for the State of Mississippi, in and for the State of New York, residing in said city and county of New York, personally appeared the within-named Edward H. Pardee and Albert Crolius, to me respectively personally known and known to me to be the persons described in, and who executed the foregoing instrument, who respectively acknowledged that they signed and delivered the said instrument on the day and year therein mentioned.

In witness whereof, I have hereunto set my hand and affixed my official seal, this 18th day of September, one thousand eight hundred and eighty-four.

WILLIAM SHILLABER, 271, [NOTARIAL SEAL.]
Notary Public and Commissioner for Mississippi in New York.

[Commissioner's Seal.]

229 *Mortgage of* 1885.

Deed of trust for income bonds.

This indenture, made the twenty-fifth day of August, one thousand eight hundred and eighty-five, between the Louisville, New Orleans and Texas Railway Company, a corporation created and organized under the laws of the States of Tennessee, Mississippi and Louisiana, party of the first part, and Edward H. Pardee, of the city of New York, in the State of New York, and Albert Crolius, of the city of Brooklyn, in the State of New York, as trustees, as hereinafter mentioned, parties of the second part, witnesseth:

Whereas, the party of the first part did heretofore, to wit, on the 18th day of September, 1884, execute a certain deed of trust, conveying to the parties of the second part certain property therein described, in trust to secure certain bonds of the party of the first part therein stated, which deed was duly thereafter recorded in the counties of De Soto, Tunica, Quitman, Coahoma, Bolivar, Washington, Issaquena, Sharkey, Warren and Tate, in the State of Mississippi, being the only instrument executed between said parties; and

Whereas, the holders and owners of said income bonds have requested the parties hereto to alter and supplement the said deed of trust and its provisions, in the manner as affected by these presents, and each and every of said income bonds have been produced and submitted, to be, cotemporaneously with the execution hereof,

230 indorsed with a certificate signed by the parties of the second part, as trustees as aforesaid, in the words and figures following, viz:

We hereby further certify that this bond is further secured by a mortgage, executed to us as trustees, on the 25th day of August,

1885, to which reference is hereby made for the contents and effect thereof; and

Whereas, the said Louisville, New Orleans and Texas Railway Company was duly authorized to execute this instrument, by resolution adopted by its stockholders at a meeting thereof held on the 25th day of August, 1885, at Memphis, in accordance with the law;

Now, therefore, this indenture witnesseth: that the said party of the first part, in consideration of the premises, and for the purpose of securing the due payment of the aforesaid bonds, in accordance with the terms now agreed upon as hereinbefore stated, and in further consideration of one dollar to the said party of the first part in hand paid at and before the ensealing and delivery of these presents, the receipt whereof is hereby acknowledged, hath granted, bargained, sold, assigned, released, conveyed and confirmed, and by these presents doth grant, bargain, sell, assign, release, convey and confirm unto the said Edward H. Pardee and Albert Crolius, trustees as aforesaid, parties of the second part, and their successors or successor in said trust, all such lands of said party of the first part situated in the counties of De Soto, Tunica, Quitman, Coahoma, Bolivar, Washington, Issaquena, Sharkey, Warren and Tate, in the State of Mississippi, as are not and shall not be required for the use of said party of the first part, or its successors, in the construction or operation of its or their railroads or branches, together with the rents, issues and profits thereof; and also (subject to the lien of the first mortgage from the party of the first part to the Metropolitan Trust Company of the City of New York, dated September 18, 1884) all
231 the rents, issues, tolls, incomes, earnings and profits of its railways or railway lines, which the said party of the first part now possesses, or is entitled to, or may become possessed of or entitled to.

To have and to hold, unto the said parties of the second part, and their successors or successor, in the said trust, but in trust for, and for the use, benefit and security of, all and singular the persons and corporations who or which shall, from time to time, be or become lawful owners or holders of any of said income bonds, and for securing the due payment of such bonds respectively, with *pro rata* equality, without preference or priority of any of such bondholders over any of the others.

And the party of the first part doth declare and covenant that the lands herein conveyed are free from all incumbrance whatsoever, except the above-mentioned mortgage or deed of trust between the parties hereto, dated September 18, 1884, and that it has not caused or suffered to be placed thereon any other lien or incumbrance prior or paramount to the lien of this mortgage.

Provided always, nevertheless, and these presents are upon the express condition, that if the said party of the first part, its successors or assigns, do and shall well and truly pay the principal and interest of said income bonds when and as the same shall become due and payable, in accordance with the terms, provisions and conditions thereof, then these presents and the estates, rights, and in-

terests thereby granted or conveyed shall cease and determine, and become null and void.

And provided further, and it is an express provision and condition of this indenture, that the party of the first part, or its successors, notwithstanding the execution of these presents, shall be permitted at any time, and from time to time, by means of its land department, or otherwise, to lease, sell and dispose of the lands mortgaged hereby, or any part thereof, upon such terms as
232 may be satisfactory to it, and in order that it may be enabled to give title thereto free and discharged from this mortgage, it is an express provision and condition of this indenture, that the trustees hereunder shall, at all times, upon payment to them of the purchase-money of such sales, or the transfer to them of the evidence of indebtedness given therefor by the purchaser, together with such security, if any, as may be taken therefor, execute full releases of the lien hereof, either by indorsement on the deeds to such purchasers, or by separate deeds or releases, as may be required of them.

And it is further agreed that it shall be the duty of the parties of the second part, or their successors, to apply the gross receipts from such sales or disposition thereof as follows:

First. To the payment of taxes and assessments which may hereafter accrue upon such lands, or which may be imposed in respect thereof.

Second. To the payment of the expenses which may hereafter be incurred in the care, custody, management, improvement, and in the cultivating, leasing and selling of such lands. The application of the money to these purposes shall be made from time to time, pursuant to and in accordance with the direction of the railroad company; and the said trustees shall at all times apply any moneys or evidences of indebtedness held by them as purchase-money of such lands to the purposes hereinabove referred to, on the requisition of said company through its proper officers.

Third. The net proceeds of such sales or disposition thereof, after payment of such amounts, shall be applied to the discharge of the said income bonds issued and secured hereunder in the following manner, viz: Whenever, and as often as, the trustees shall
233 accumulate in their hands as much as $25,000, which the railroad company shall not require for any of the purposes mentioned in either of the two paragraphs immediately preceding, and shall, through its officers, declare to be applicable to said income bonds, the said trustees shall advertise for sealed offers thereof in some daily paper, published in the city of New York, and in one published in the city of Vicksburg, Mississippi, and in such others as may be deemed expedient, for thirty days, specifying the amount of money subject to investment in said bonds, inviting offers, and stating the time and place of the opening of the proposals. At the appointed time such proposals only shall be received or opened as shall be accompanied by, and have filed with them, before the opening of any of the bids, the bonds offered in the sealed bid, and the bid, when opened, shall be

deemed and treated as offering such bonds only as were so filed therewith before the opening of the bids. All such sealed offers as are received and accepted as such shall be registered before the opening of any bids, and none of them, or the bonds therewith, shall be thereafter withdrawn from the competition. The opening of the bids shall be done by the trustees in the presence of all bidders, or their representatives, who may be present, who shall have the right to inspect the same. The bids shall be registered as they are opened, and a record of the bidder, the serial number of bonds offered, and the price for which they are offered, shall be made and kept, subject to inspection of income bondholders. In case two or more of the lowest offers are at same rate, their bonds shall be taken in equal numbers, and if in any case there shall be an insufficient amount of money remaining to take all of the bonds offered in a successful bid, then such of them only shall be taken as the fund applicable thereto shall be sufficient to purchase, and the remainder returned to the bidder. Their bonds shall be immediately returned to unsuccessful bidders, and those taken shall be registered on a book kept for the purpose, and a record made, stating the
234 name of the seller and the serial number of the bond, and all such bonds shall be immediately cancelled and burned in the presence of the bondholders, or their representatives, who may be present.

And provided further, and it is likewise an express condition of this indenture, that until the party of the first part, its successors and assigns, shall have made some default in the payment of the said bonds hereby secured, or of some of such bonds, the said party of the first part, its successors and assigns, shall be entitled to continue in the possession, use and enjoyment of the said mortgaged premises, and in receipt of the income, rents and profits thereof.

But it is an express condition and agreement that the rents, issues and profits of the said lands shall be applied from time to time as they shall be received by the company to such payments as are authorized hereinbefore to be made out of the proceeds of the sales of said lands.

And it is hereby further provided, declared, granted and agreed, that the bonds which have been, or are to be, issued under the mortgage hereinabove referred to as having been executed on September 18, 1884, are serial numbers from one to ten thousand, inclusive, and that no more shall be issued thereunder, and none other shall participate in the benefits or security hereof.

And it is hereby further provided, declared, granted and agreed, that in case default shall be made in the payment of the principal of said bonds hereby secured, or of any of such bonds, when such principal shall be due and payable, then, and in that event, the said parties of the second part, or their successors in the said trust, shall be entitled to, and may, and upon the requisition in writing to that effect of holders of a majority of such income bonds
235 hereby secured, and upon being duly and properly indemnified by such bondholders against expense or loss in the premises, shall, either personally, or by agent or attorney, enter

into and upon such part of the said mortgaged premises as shall then remain subject to the lien and operation of this indenture of mortgage, and shall have, hold and possess the same, with the rights and privileges thereunto appertaining.

And thereupon it shall be lawful for the said parties of the second part hereto, or their successors in the trust, either personally or by attorney or agent, duly constituted therefor by the said trustees, to sell and dispose of all such part of the said mortgaged premises as shall then remain subject to the lien and operation of this indenture of mortgage, at public auction to the highest bidder, either in the city of New York in the State of New York, or in the city of Vicksburg, in the State of Mississippi, as the said trustees may in their discretion designate, and at such time as they may appoint therefor; provided, however, and it is hereby declared and agreed, that, preparatory to such auction sale as aforesaid, the said trustees shall give public notice of the time and place, when and where, the same is to be made, and of the property to be sold, by advertisement in a newspaper published in the said city of Vicksburg, and in two newspapers of good circulation published in the city of New York, and that such advertisements shall be published in each of such newspapers at least twice in each week for the twelve successive weeks next previous to the day fixed for such sale, with the right, however, to the trustees, after such notice shall have been so published, to adjourn the sale so advertised, from time to time, in the discretion of the trustees, giving reasonable notice or notices of such adjournment or adjournments, and, after so adjourning, to make the sale at the time to which it may be finally adjourned. And it shall be lawful for the said trustees, and they are expressly authorized and empowered upon making any such auction sale of such part of such mortgaged premises as above authorized, to
236 make and deliver to the purchaser or purchasers thereof at such sale, upon his or their paying the purchase-money therefor, a good and sufficient deed or deeds of conveyance in the law of the same, which auction sale and the deed or deeds thereupon made as above authorized, it is hereby granted, declared and agreed, shall be good and valid in the law, and shall operate to vest in the grantee or grantees in such conveyances such part of such mortgaged premises so sold in fee-simple and absolutely; and such deed or deeds shall operate to foreclose all equity of redemption of the said party of the first part and its successors or assigns, and shall be a perpetual bar both at law and equity, against the said party of the first part, its successors and assigns, and against any and all persons or corporations claiming, or to claim, such part of such mortgaged premises so sold and conveyed, or any thereof, by, from, through, or under the said party of the first part, or its successors or assigns.

And it is further provided, declared and agreed, that, from the proceeds of such sale made as aforesaid, the said trustees shall be entitled, in the first place, to deduct and retain or pay for all proper charges or expenses of, or incident to, such advertisement, foreclosure, and sale, and conveyance, including attorney's and counsel's

fees, and any and all unreimbursed advances, expenses, charges, and liabilities which may have been properly made or incurred by such trustees in taking possession of such part of said mortgaged premises, or managing the same while in their possession, or in arranging for and completing the sale aforesaid; and also all unreimbursed payments which may have been made by the said trustees for taxes or assessments, and for charges or liens prior to the lien of this indenture, if any such there shall be, as well as the just and reasonable compensation for the services of such trustees in the premises, and the said trustees shall apply the residue of the proceeds of such sale, after the deductions and payments above authorized to
237 be first made thereout, to the payment of the principal of the said income bonds by this mortgage secured, or intended so to be, or of such of said bonds as may at that time remain outstanding and unpaid; and likewise to the payment of the interest which, according to the provisions, stipulations and conditions of said bonds, shall have accrued up to that time upon the principal of the said bonds hereby secured, and which shall remain unpaid and properly payable, with any interest accrued on such interest after default, without discrimination or preference as between principal and interest, but ratably according to the aggregate amount of such unpaid principal and accrued and unpaid interest, which payments shall be made to the bondholders, without any discrimination or preference between them on account of the time of the actual issuing of the bonds, or the time of maturing of the interest thereon.

And it is further declared and agreed, that the receipt of the trustees who shall make the sale hereinbefore authorized, shall be a sufficient discharge to the purchaser or purchasers at such sale for his or their purchase-money, and that such purchaser or purchasers, his or their heirs or assigns, or personal representatives, shall not, after paying such purchase-money and receiving such trustees' receipt therefor, be obliged to see to the application of such purchase-money upon or for the trusts or purposes of these presents, or be in anywise answerable for any loss, misapplication, or non-application of such purchase-money by the trustees.

And it is hereby further provided, declared and agreed, that the trustees under this indenture, or their successors, upon payment to them of their reasonable claims of charges for services rendered in the trust up to that time, may at any time be removed from the trust by instrument in writing, or concurrent instruments in writing, under the hands and seals of the holders of a majority in interest of the then outstanding bonds secured hereby, or their attorneys-in-fact thereunto authorized.

238 And it is hereby further provided, declared and agreed, that any vacancy in the office of trustee hereunder may be permanently filled by the appointment of a new trustee or new trustees, by an instrument or concurrent instruments in writing, executed under the hands and seals of the holders of a majority in interest of the then outstanding bonds secured hereby, or their attorneys-in-fact thereunto authorized, but that the board of directors of the party of the first part or its successors may make a tem-

porary appointment to fill such vacancy until a permanent appointment shall be made in the manner above prescribed.

And it is hereby covenanted and agreed, that any new trustee or new trustees, appointed as aforesaid, whether by a permanent or temporary appointment, shall immediately upon his, its or their appointment, and without any further act, deed or conveyance, become and be vested with all of the estate, trust, rights, powers and duties of the trustee or trustees in whose place he, it or they shall have been appointed; but, nevertheless, the respective parties hereto, and their respective successors and assigns shall and will, upon request, make, execute and deliver all such releases, conveyances and assurances as shall be appropriate to vest in and confirm and assure to such new trustee or new trustees such estate, trust, rights, powers and duties, according to the intent above expressed.

And it is hereby further provided, declared and agreed, that the trustees hereunder shall at once execute a good and sufficient bond, with sufficient surety, in the penalty of $50,000, to secure the faithful performance of the trusts herein assumed, payable to the party of the first part for the benefit of itself and the holders of the bonds herein secured; and shall be entitled to receive reasonable compensation for all services performed, and the repayment of all necessary or proper disbursements made, by them in and about
239 the execution of the trusts hereby created, which compensation, if there shall have been an entry by the trustees themselves, or through a receiver or receivers, upon the mortgaged premises, or a sale made of such premises in enforcement of this mortgage, shall be payable out of such mortgaged premises and the proceeds thereof.

The trustees shall not be required to take any steps in the execution of this trust which may subject them to liability or expense unless the holders of the bonds secured hereby, or some of them, shall, from time to time, as required by the trustees, give sufficient security to indemnify them against such liability or expense. The said trustees shall be at liberty to appoint counsel learned in the law in all suitable cases, and the trustees shall not be liable for any default or neglect of any cotrustee, or of any agent by them appointed, when such agent shall have been selected with reasonable discretion, and shall only be required to exercise good faith and ordinary diligence in the performance of their duties under this indenture. It is further agreed that the trustees may at any time resign and discharge themselves from their trust upon giving to the party of the first part, or its successors, ninety days' notice of their purpose so to do, unless a shorter notice may be accepted by the party of the first part or its successors therefor.

And the said party of the first part, for the considerations aforesaid, doth hereby covenant and agree to and with the said parties of the second part and their successors, as trustees, and likewise to and with the holders from time to time of the several bonds issued under and secured by this indenture, that the said party of the first part, its successors and assigns, shall and will from time to time, and at all times hereafter, upon reasonable request, make, do, exe-

cute, acknowledge and deliver all such further acts, deeds, conveyances and assurances in the law, for the better and more effectually assuring, conveying and confirming unto the said trustees and their successors in the trust hereby created, upon the trusts and
240 for the uses and purposes herein expressed or intended, all and singular the premises hereby mortgaged or conveyed in trust, or agreed or purporting or intended so to be, as by such trustees or bondholders, under the advice of counsel, shall be reasonably advised, devised or required.

And the said parties of the second part do hereby accept the trusts hereby created, upon the terms and conditions hereinbefore expressed.

In witness whereof the said party of the first part hath hereto affixed its corporate seal, and caused the same to be attested by its president and secretary; and the said parties of the second part respectively have hereunto set their hands and seals the day and year first above written.

[CORPORATE SEAL.] LOUISVILLE, NEW ORLEANS AND TEXAS RAILWAY COMPANY,
By R. T. WILSON, *Pres't.*
E. H. PARDEE. [L. S.]
ALBERT CROLIUS. [L. S.]

Attest: C. H. BOSHER, *Sec'ty.*

241 STATE OF NEW YORK, }
City and County of New York, } ss:

Be it remembered, that on this twenty-fifth day of August, in the year of our Lord one thousand eight hundred and eighty-five, before me, William Shillaber, a duly appointed notary public, in and for the city and county of New York, State of New York, and commissioner for the State of Mississippi in and for the State of New York, residing in said city and county of New York, personally appeared the within-named Richard T. Wilson, president of the Louisville, New Orleans and Texas Railway Company, and Charles H. Bosher, secretary of the same company, to me respectively personally known, and known to me to be such officers of the said company, who acknowledged that in pursuance of authority in them vested by the board of directors of said company, and as such president and secretary they signed and delivered the foregoing instrument, and affixed thereto the corporate seal of said company, on the day and year therein mentioned.

In witness whereof, I have hereunto set my hand and affixed my official seal this twenty-fifth day of August, one thousand eight hundred and eighty-five.

[NOTARIAL SEAL.] WILLIAM SHILLABER,
Notary Public, City and County of New York,
Commissioner for the State of Mississippi in New York.

[Commissioner's Seal.]

242 STATE OF NEW YORK, } ss.:
City and County of New York, }

Be it remembered, that on this twenty-fifth day of August, in the year of our Lord one thousand eight hundred and eighty-five, before me, William Shillaber, a duly appointed notary public in and for the city and county of New York, and State of New York, and commissioner for the State of Mississippi in and for the State of New York, residing in said city and county of New York, personally appeared the within-named Edward H. Pardee and Albert Crolius, to me respectively personally known, and known to me to be two of the persons who executed the foregoing instrument, and acknowledged to me that they signed and delivered the foregoing instrument on the day and year therein mentioned, for the purposes therein expressed.

In witness whereof, I have hereunto set my hand and affixed my official seal this twenty-fifth day of August, one thousand eight hundred and eighty-five.

[NOTARIAL SEAL.] WILLIAM SHILLABER,
Notary Public, City and County of New York,
Commissioner for the State of Mississippi in New York.

[Commissioner's Seal.]

243 *First Mortgage, August* 25, 1886.

An indenture made and entered into this twenty-fifth day of August, 1886, by and between the Louisville, New Orleans and Texas Railway Company, a corporation created, organized, and existing under the laws of the States of Tennessee, Mississippi, and Louisiana, party of the first part, and the Union Trust Company of New York, a corporation created, organized, and existing under the laws of the State of New York, party of the second part.

Whereas, heretofore and under date of the 18th day of September, 1884, the party of the first part executed a certain indenture of mortgage or deed of trust to secure the payment of an issue of first-mortgage five per cent. bonds of the said party of the first part or its successors, bearing date September 1, 1884, and payable fifty years after the date thereof, and to be issued at and after the respective rates therein prescribed, which said indenture of mortgage or deed of trust has been duly recorded in the proper counties and still remains in full force and effect.

And whereas, the said party of the first part has executed or is about to execute an indenture of mortgage or deed of trust to secure an issue of first-mortgage four per cent. gold bonds, bearing date the first day of September, 1886, and payable on the first day of September, 1934, of which said first-mortgage four per cent. gold bonds, bonds to the amount at their par or face value of ten million dollars, are to be issued forthwith, and bonds are to be hereafter issued at and after the rate of twenty thousand dollars per mile of road

hereafter constructed or acquired as prescribed in the mortgage securing such bonds.

And whereas, the said party of the first part has executed
244 or is about to execute a further indenture of mortgage or deed of trust securing an issue of second-mortgage bonds bearing date the first day of September, 1886, and payable on the first day of September, 1934, of which bonds to the amount of their par or face value of seven million eight hundred and ninety-nine thousand dollars are to be forthwith issued, and bonds are to be hereafter issued as therein prescribed.

And whereas, it is contemplated that such first-mortgage four per cent. gold bonds and such second-mortgage bonds shall be issued against deposit with the party of the second part under this trust of first-mortgage five per cent. bonds of said party of the first part or its successors, issued under and secured by the said indenture, bearing date September 18, 1884, hereinbefore mentioned.

Now, therefore, this indenture witnesseth, that in consideration of the premises and the mutual undertakings, covenants and agreements hereinafter contained, and of one dollar by each of the parties to these presents to the other in hand paid, the receipt whereof is hereby acknowledged, the parties have undertaken, covenanted and agreed and do hereby undertake, covenant and agree to and with each other as follows:

First. The said party of the second part will receive all such first-mortgage five per cent. bonds of the party of the first part or its successors issued under and secured by the said indenture of mortgage or deed of trust, dated September 18, 1884, as may be tendered to it for deposit under this trust.

Second. Upon the deposit with said party of the second part or its successors in this trust of any of such first-mortgage five per cent. bonds there shall be forthwith conspicuously stamped across the face of such bonds the words and figures following: "This bond is "deposited with the Union Trust Company of New York or its suc- "cessors, under and in pursuance of the indenture between the
"Louisville, New Orleans and Texas Railway Company and
245 "said trust company dated ——, 1886, and subject to all the "terms, provisions and conditions of the said indenture."

Third. All of the said first-mortgage five per cent. bonds of the said party of the first part, or its successors, which shall be deposited with said party of the second part, or its successors in this trust, under and in pursuance of this indenture, shall be held by said party of the second part, or its successors in this trust, with all the rights and privileges in anywise belonging or appertaining to such bonds or to the holders thereof, whether in respect to the security afforded by the indenture of mortgage or deed of trust securing the same, or otherwise howsoever, as a trust fund for the benefit and security, in the first instance, of all persons and corporations who or which may be or become the holders of the first-mortgage four per cent. gold bonds of the party of the first part, or its successors, hereinbefore referred to, without any preference, priority or advantage in favor of any of the holders of such first-mortgage four per cent.

gold bonds, over any of the others thereof, and as a security for the payment of the principal and interest of all such first-mortgage four per cent. gold bonds, which may at any time be outstanding, and in the second instance, and when the whole of such first-mortgage four per cent. gold bonds shall have been fully paid and discharged, principal and interest, but not otherwise, for the benefit and security of all persons and corporations who or which may be or become the holders of any of the said second-mortgage bonds of said party of the first part, or its successors, without any preference, priority or advantage in favor of any of the holders of such second-mortgage bonds over any of the others thereof, and as a security for the payment of the principal and interest of all such second-mortgage bonds, which may at any time be outstanding.

Fourth. Notwithstanding such deposit of such first-mortgage five per cent. bonds of the party of the first part, or its successors,
246 the same shall remain in all respects in full force and effect as outstanding obligations of said party of the first part or its successors, and the liens appertaining thereto under the mortgage by which the same are secured shall continue and be maintained until payment shall have been made by the party of the first part or its successors, of the entire principal and interest of such first-mortgage four per cent. gold bonds, and such second-mortgage bonds, as may be issued under the indentures of mortgage or deeds of trust in that regard hereinbefore mentioned respectively; and if by reason of any proceedings which shall be taken by the holders of any of the first-mortgage five per cent. bonds of the party of the first part or its successors, which shall not have been deposited with the party of the second part, or its successors hereunder, or by any other person or party, the mortgage securing such first-mortgage five per cent. bonds shall be foreclosed, or if any sale shall be made of the property covered by such mortgage, or any part thereof, which shall in anywise cut off the lien of such mortgage, the said party of the second part, or its successors in this trust, shall be entitled to and shall exercise all the rights, privileges and powers which any other holder of such deposited five per cent. bonds would be entitled to exercise, subject only in respect to the manner of exercising and enforcing the same in any such case to the directions of the holders of a majority of such outstanding first-mortgage four per cent. gold bonds.

Fifth. When the principal and interest of all such first-mortgage four per cent. gold bonds and such second-mortgage bonds as shall have been issued under the indentures of mortgage or deeds of trust, securing the same respectively as hereinbefore provided, and such costs, charges and expenses as shall have been in anywise incurred in or about the execution of the trust hereby created, shall have been fully paid and satisfied, then the said deposited first-mortgage five per cent. bonds shall be deemed to have been also paid and satisfied, and such deposited bonds shall thereupon be de-
247 livered up to the said party of the first part, its successors or assigns, for cancellation.

Sixth. Upon the payment by the said party of the first part, or

its successors or assigns, of any amounts for or on account of the interest on such first-mortgage four per cent. gold bonds or on such second mortgage bonds, the amount which shall have been so paid for or on account of such interest, in gold coin of the United States in respect of such first-mortgage bonds, or in currency of the United States in respect of such second-mortgage bonds, shall be deemed to have been also paid in currency on account of the interest obligations of said party of the first part upon such deposited first-mortgage five per cent. bonds, the amount of such payments being deemed to be applied on account of the interest instalments upon such deposited first-mortgage five per cent. bonds, in the order of their maturity, but *pro rata* as to each instalment. Any payments in gold on account of the principal of said first-mortgage four per cent. gold bonds shall be deemed to have been also made in currency *pro rata* on account of the principal of such deposited first-mortgage five per cent. bonds; and when the said first-mortgage four per cent. gold bonds shall have been paid in full, principal and interest, then any payments made on account of the principal of such second-mortgage bonds shall be deemed to have been also made *pro rata* on account of the principal of such deposited bonds; and to the extent above prescribed the interest obligations and obligations for principal upon such deposited first-mortgage five per cent. bonds shall from time to time be deemed and taken to have been paid, discharged and satisfied; it being expressly understood and agreed that in treating such payments on account of the principal or interest of such new bonds as having been also made on account of principal or interest on such deposited bonds, no allowance shall be made for any difference in value between gold and currency, and the amounts shich shall be deemed to have been paid upon or on account of such deposited
248 bonds or the interest thereon shall, notwithstanding any excess of value of such gold coin over such currency, be estimated in like manner in all respects as if one dollar in gold were the equivalent of one dollar in currency; but the remainder of such interest obligations and obligations for principal shall be deemed to be still due, owing and unpaid from said party of the first part or its successors, and the said party of the second part and its successors in this trust shall be entitled in respect thereto to all benefits, advantages and security afforded by the indenture of mortgage or deed of trust securing such first-mortgage five per cent. bonds, or otherwise appertaining or applicable to such first-mortgage five per cent. bonds or the interest obligations thereon, until the whole amount of such first-mortgage four per cent. gold bonds and such second-mortgage bonds shall have been paid in full, principal and interest.

Seventh. The said party of the second part shall not, nor shall any of its successors in this trust, take any proceedings for or in respect of any default in the payment of any interest obligations upon such deposited first-mortgage five per cent. bonds, unless or until the said party of the first part, and its successors and assigns, shall have made default for six months in respect to payments fall-

ing due on account of interest on, or principal of, such first-mortgage four per cent. gold bonds, or such second-mortgage bonds.

Eighth. If default shall be made in the payment of the principal or interest moneys mentioned in the said first-mortgage four per cent. gold bonds, or any or either of them, or any part thereof, according to the tenor and effect of the said bonds or the coupons appertaining thereto, and such default shall continue for the period of six months, then and in that event the said party of the second part, and its successors in this trust, is and are hereby authorized, empowered and directed, at the request of the holders of one-third in amount of the said first-mortgage four per cent. gold bonds
249 then outstanding, to do and cause to be done all such acts and things, and to take and cause to be taken all such steps and proceedings, as the said party of the second part, or its successors, shall be entitled to do or take, or cause to be done or taken, either by itself or themselves, or by or through the trustees or trustee of the indenture of mortgage or deed of trust securing such first-mortgage five per cent. bonds for or in respect of any then existing default upon such deposited first-mortgage five per cent. bonds, or the interest obligations thereon, and to do all such acts and take all such steps and proceedings as the said party of the second part, or its successors, by virtue of its or their holding of such deposited first-mortgage five per cent. bonds, and by virtue of the then matured or maturing interest obligations thereon, shall be in anywise authorized or empowered to do or take, either under the mortgage securing such first-mortgage five per cent. bonds, or otherwise howsoever.

And the said party of the second part and its successors are authorized, empowered and directed to do the like acts and take the like steps and proceedings upon the request of the holders of one-third in amount of such second-mortgage bonds then outstanding, if at the maturity of such second-mortgage bonds default shall be made in the payment of the principal of, or any obligations for interest on, the said second-mortgage bonds, or either or any of them or any part thereof.

Ninth. Any and all moneys, choses in action, or other things of value which the said party of the second part or its successors in this trust, may, at any time receive for or on account of any interest obligations on, or obligations for principal of, any of such deposited first-mortgage five per cent. bonds, whether by or through any entry into possession of the mortgaged premises, or any part thereof, under the mortgage securing such last-mentioned bonds, or any receivership of such mortgaged premises, or any part thereof, or by or through any foreclosure proceedings under said mortgage, or otherwise howsoever, shall be applied, in the first instance,
250 to or towards the *pro rata* payment of any interest obligations on, or obligations for principal of, such first-mortgage four per cent. bonds which may then be unpaid; and, in the second instance, (after such first-mortgage four per cent. gold bonds shall have been fully paid and satisfied) to or towards the *pro rata* payment of any interest obligations on, or obligations for principal of,

such second-mortgage bonds which may then remain unpaid; and so from time to time until the whole of the interest and principal of all such first-mortgage four per cent. gold bonds, and such second-mortgage bonds which may be at any time outstanding shall have been fully paid, discharged and satisfied.

Tenth. In case of the resignation or insolvency of the party of the second part or its successor or successors or its or their incapacity or inability to act in the execution of this trust, the holders of a majority in interest of such outstanding first-mortgage four per cent. gold bonds, may select or designate one or more competent persons, or a corporation, to execute said trust, and the person or persons or corporation so selected shall be thereupon entitled to receive and hold all such deposited first-mortgage five per cent. bonds subject to the trusts herein stated and declared, and shall have all the rights and privileges and be subject to all the duties expressed in this indenture. In case of failure of the bondholders to fill such vacancy in the manner above prescribed, the president for the time being of the party of the first part shall make a temporary appointment for such vacancy which shall continue until the holders of a majority in interest of said outstanding first-mortgage four per cent. gold bonds shall have designated a new trustee or trustees to act hereunder. When the holders of a majority in interest of the said outstanding first-mortgage four per cent. bonds shall, by an instrument in writing, or concurrent instruments in writing, executed by themselves or their attorneys-in-fact, designate a new trustee or new trustees under this indenture, the estates, powers, rights and privileges of any trustee hereunder under any such temporary appointment shall immediately cease and determine and be
251 transferred to and vest in the new trustee or new trustees so designated, and thereafter such new trustee or new trustees shall hold estates, rights, powers and privileges with like effect as if he, it or they had been designated as the party of the second part hereunder.

Eleventh. Upon the request in writing of the holders of three-fourths of all the said first-mortgage four per cent. gold bonds at the time outstanding and of a majority of all the said second-mortgage bonds at the time outstanding, all or any part of the said first-mortgage five per cent. bonds deposited hereunder shall be cancelled and redelivered to the party of the first part its successors or assigns, fully discharged from the liens and trusts in this indenture expressed.

Twelfth. Any and all costs, charges and expenses incurred in or in respect of or in connection with the execution of this trust by or on behalf of the said party of the second part or its successors in this trust, or for which the said party of the second part or its successors shall be or become in anywise liable or responsible, shall be borne and defrayed by the said party of the first part, and said party of the first part undertakes, covenants and agrees for itself and its successors and assigns, that it and they will, upon demand, pay any and all such costs, charges and expenses, including therein just and reasonable compensation to said party of the second part or its suc-

cessors for such services as it or they may be called upon to render in or about or in respect of the trust hereby created.

Thirteenth. The party of the second part hereby accepts the trusts created and declared by this indenture, but with the understanding, and it is hereby expressly provided and agreed that it shall not be liable or accountable for the acts, defaults or neglect of any agent or agents who may, in good faith and with reasonable discretion, be appointed under and by virtue of or for the purposes of these
252 presents to do any of the matters or things herein provided for, and that no other liability or responsibility shall under any circumstances be borne by or attach to it than for the exercise of reasonable diligence only in the performance of the said trusts when action on its part for that purpose shall become necessary.

In witness whereof, the parties hereto have caused their respective corporate seals to be hereunto affixed and attested by their respective presidents and secretaries the day and year first above written.

LOUISVILLE, NEW ORLEANS & TEXAS RAILWAY COMPANY,
By R. T. WILSON, *President.*

[Corporate Seal.]

Attest: C. H. BOSHER, *Secretary.*

UNION TRUST COMPANY OF NEW YORK,
By EDW'D KING, *President.*

[Corporate Seal.]

Attest: JAS. H. OGILVIE, *Sec'y P. T.*

253 STATE OF NEW YORK, } ss:
City and County of New York, }

Be it remembered, that on this twenty-fifth day of August, in the year of our Lord one thousand eight hundred and eighty-six, before me, William Shillaber, a duly appointed notary public in and for the city and county of New York, State of New York, residing in said city and county of New York, personally appeared Richard T. Wilson, president of the Louisville, New Orleans and Texas Railway Company, and Charles H. Bosher, secretary of the same company, to me respectively personally known, and known to me to be such officers of the said company, who being by me severally duly sworn, did depose and say: That he, said Richard T. Wilson, resides in the city of New York, in the State of New York, and that he, said Charles H. Bosher, resides in the city of New York, in the State of New York; that he, said Richard T. Wilson, is the president, and he, said Charles H. Bosher, is the secretary of the said company; that they know the corporate seal of said company; that the seal affixed to the foregoing instrument is such corporate seal, and that it was so affixed thereto by order of the board of directors of the said company, and that they, the said Richard T. Wilson and Charles H. Bosher, signed their names

thereto by the like order, as president and secretary of said company, respectively.

In witness whereof, I have hereunto set my hand and affixed my official seal, this 25th day of August, one thousand eight hundred and eighty-six.

[NOTARIAL SEAL.] WILLIAM SHILLABER,
Notary Public, City and County of New York.

254 STATE OF NEW YORK, } ss:
City and County of New York, }

Be it remembered, that on this twenty-fifth day of August, in the year of our Lord one thousand eight hundred and eighty-six, before me, William Shillaber, a duly appointed notary public in and for the city and county of New York, State of New York, residing in said city and county of New York, personally appeared Edward King, president of the Union Trust Company of New York, and James H. Ogilvie, secretary *pro tem.* of the same company, to me respectively personally known, and known to me to be such officers of the said company, who being by me severally duly sworn, did depose and say: That he, said Edward King, resides in the city of New York, in the State of New York; and that he, said James H. Og*li*vie, resides in said city of New York, in the State of New York; that he, said Edward King, is the president, and he, said James H. Og*li*vie, is the secretary *pro tem.* of the said company; that they know the corporate seal of said company; that the seal affixed to the foregoing instrument is such corporate seal, and that it was so affixed thereto by authority of the board of trustees of the said company, and that they, the said Edward King and James H. Ogilvie, signed their names thereto by the like authority as president and secretary *pro tem.* of said company, respectively.

In witness whereof I have hereunto set my hand and affixed my official seal, this 25th day of August, one thousand eight hundred and eighty-six.

[NOTARIAL SEAL.] WILLIAM SHILLABER,
Notary Public, City and Coun-y of New York.

255 *Second Mortgage, August* 25, 1886.

An indenture made the twenty-fifth day of August, in the year of our Lord one thousand eight hundred and eighty-six, by and between the Louisville, New Orleans and Texas Railway Company, a corporation created, organized, and existing under the laws of the States of Tennessee, Mississippi, and Louisiana, party of the first part, and the Union Trust Company of New York, a corporation created, organized, and existing under the laws of the State of New York, party of the second part.

Whereas, the party of the first part has been formed by the consolidation under the laws of the States of Tennessee, Mississippi,

and Louisiana, of the Tennessee Southern Railroad Company, a corporation created and existing under the laws of the State of Tennessee, the New Orleans, Baton Rouge, Vicksburg and Memphis Railroad Company, and the Memphis and Vicksburg Railroad Company, corporations created and existing under the laws of the State of Mississippi, and the New Orleans and Mississippi Valley Railroad Company, a corporation created and existing under the laws of the State of Louisiana, and is the owner of a line of railway extending from Memphis, in the State of Tennessee, to New Orleans, in the State of Louisiana, and is authorized to construct branches thereto.

And whereas, the party of the first part and its successors are about to execute and issue, from time to time, (but with the limitations hereinafter prescribed in respect to the aggregate amount thereof which may at any time be outstanding, which amount is not in any case to exceed, at the par or face value of such
256 bonds, the sum of sixteen million nine hundred thousand dollars), first-mortgage bonds for one thousand dollars each of the general form and tenor following, to wit:

UNITED STATES OF AMERICA.

Louisville, New Orleans and Texas Railway Company.

No. —. *First-mortgage Gold Bond.* No. —.

The Louisville, New Orleans and Texas Railway Company, for value received, promises to pay to the bearer hereof, or, if registered, to the registered holder hereof, the sum of one thousand dollars on the first day of September, 1934, and, on presentation and surrender at or after maturity of the respective interest warrants hereunto annexed, to pay to the person presenting the same, or, if this bond is registered and the interest warrants appertaining thereto canceled, to pay to the registered holder hereof, interest on such principal sum at the rate of four per centum per annum, semi-annually, on or after the first day of March and September in each year, such payments of principal and interest to be made at the office or agency of said company in the city of New York, in United States gold coin.

This is one of the first-mortgage bonds of said railway company, secured by a deed of trust to the Union Trust Company of New York, trustee, dated August 25, 1886.

None of said bonds are to be in anywise binding or obligatory unless authenticated by a certificate endorsed thereon, signed by said trustee or its successor or successors in said trust.

This bond may at any time, upon production thereof to said railway company and proper endorsement being made thereon, and either with or without the surrender to said railway company for cancellation of all unpaid interest warrants appertaining thereto, be registered upon the books of the company in the name of the

holder thereof, and thereupon its transferability by delivery
257 will cease, and thereafter it can be transferred only by the registered holder or his attorney by transfer duly made upon said books.

In witness whereof, the said railway company has caused these presents to be signed by its president, and its corporate seal to be affixed thereto and attested by its secretary, this first day of September, one thousand eight hundred and eighty-six.

LOUISVILLE, NEW ORLEANS AND TEXAS RAILWAY COMPANY,

By —— ——, *President.*

[SEAL.]

Attest: —— ——, *Secretary.*

And whereas, the general form of the several interest warrants to be annexed to such bonds (each of which interest warrants is to bear the engraved signature of the treasurer of the railway company) is to be as follows, viz:

(*Form of Interest Warrant.*)

Interest warrant for twenty dollars gold, being semi-annual interest maturing on the first day of —— upon the Louisville, New Orleans and Texas Railway Company's first-mortgage bond No. —.

$20. —— ——, *Treasurer.*

And whereas, all of the said bonds are to be equally secured by mortgage and hypothecation of the railways and railway
258 lines of the party of the first part, and its successors constructed and to be constructed or acquired until the length of such railways shall amount, in the aggregate, to eight hundred miles, and of all their appurtenances, and the franchises, relating or pertaining thereto.

Now therefore this indenture witnesseth, that the party of the first part, in consideration of the premises, and of one dollar to it paid by the party of the second part, the receipt whereof is hereby acknowledged, and for the purpose of securing the payment of such bonds, with the interest to accrue thereon, according to the true intent and meaning thereof, hath granted, bargained, sold, aliened, remised, released, conveyed and confirmed, and by these presents doth grant, bargain, sell, alien, remise, release, convey and confirm unto the said party of the second part, and its successors and assigns forever, all the railways and railway lines of the party of the first part, and its successors, whether constructed or to be constructed or acquired, until the length of such railways shall amount in the aggregate to eight hundred miles, and all their appurtenances, including therein all lands and rights of way, superstructure, rails, tracks, side tracks or sidings, bridges, buildings, fences, depots, station-houses, shops, warehouses, car-houses, engine-houses, machine shops, repair shops, buildings, erections and structures necessary to the operation of said railways or said railway lines, and all and singular the rolling stock, equipment and machinery appertaining

thereto, whether now owned or hereafter to be acquired; and also, all the rents, issues, tolls, incomes, earnings and profits of such railways and railway lines; and also, all the rights, privileges, immunities and franchises relating or pertaining to such railways or railway lines which the said party of the first part now possesses, owns or is entitled unto, or it or its successors may hereafter become possessed of or entitled unto; and also, all the estate, right, title, interest, property, possession, claim and demand whatsoever, as well in law as in equity, of the said party of the first part, and its
259 successors, of, in and to the premises, and every part and parcel thereof, with the appurtenances.

To have and to hold, all and singular the above mentioned and described premises, together with the appurtenances, unto the said party of the second part, and its successors and assigns forever, in trust, nevertheless, for the security and benefit of all and every the persons or bodies corporate who or which shall be or at any time become the holder or holders of any such bonds, or the interest warrants appertaining thereto, without preference to the holder of any of the said bonds or interest warrants over any of the others, by reason of priority in the date thereof or the time of the issuing or negotiating of the same.

Provided always, and these presents are upon the express condition, that if the party of the first part, or its successors or assigns, shall well and truly pay or cause to be paid to the holders of the said bonds and interest warrants, when and as the same shall become due and payable, the principal and interest moneys secured hereby, according to the terms, provisions and conditions, tenor and effect of the said bonds, then these presents and the estate hereby granted shall cease, determine and be null and void.

And it is covenanted and agreed by and between the parties hereto, that until default shall be made by the said party of the first part, its successors and assigns, in the payment of the principal or interest of the said bonds, or some of them, or some part thereof, the said party of the first part, its successors and assigns, shall be suffered and permitted to possess and enjoy the said premises, with their appurtenances, and all and singular the rights and franchises hereinbefore described, and to receive, take and use the tolls, income, earnings and profits thereof, and the trustee or trustees hereunder shall have full power, in its or their discretion, upon written request of the party of the first part, its successors or assigns, to convey, by way of release or otherwise, and fully release from the lien of this mortgage, any lands or other property of any description
260 which in its or their judgment shall not be necessary for, or for use in connection with, said railways, and to consent to such changes in the location of tracks, depots and other buildings as in its or their judgment may be expedient, and to make and deliver the releases and conveyances necessary to carry the same into effect, but any lands or other property which may be acquired for permanent use in substitution for any so released or conveyed shall thereupon become subject to the lien of this mortgage, and upon request of the trustee or trustees hereunder shall be conveyed to it

or them by the party of the first part, its successors or assigns, upon the trusts of these presents.

But if default shall be made in the payment of the principal or interest moneys mentioned in the said bonds, or any or either of them, or any part thereof, according to the tenor and effect of said bonds, or either of them, and if such default shall continue for the period of six months, then, and in that case, the party of the second part, or its successors in the trust, are hereby authorized and empowered, at the request of the holders of one-fourth part of the said bonds then outstanding in respect of which such default shall have been made, to enter into and upon, and take and hold possession of, all and singular the premises, estates, franchises, rights, privileges and property hereby granted and conveyed, or intended so to be, and in person, or by one or more agents, to operate the said railways, to make from time to time all such repairs and replacements as it or they may deem judicious, and all such useful alterations, additions and improvements as the income coming into its or their hands shall be adequate to pay for, and to take, collect and receive all fares, freights, tolls, earnings, issues, profits and income of said railways, and apply such fares, freights, tolls, earnings, issues, profits and income to the proper expenses of holding, operating and managing the said railways and other premises, and conducting the business thereof, to the payment of and for all taxes and assessments which shall be levied or assessed thereon, and all necessary and proper repairs, replacements, alterations, additions and improvements
261 upon said property, and all expenses, costs, charges and counsel fees in the premises of said party of the second part, or its successors in the trust, and a reasonable compensation for its or their services, and next to the payment of the interest and principal of the said bonds, according to the tenor and effect thereof, as the same may be or become due and payable, and in case the principal moneys secured by such bonds shall not have become due, the moneys applicable to the payment of interest shall be applied upon the interest warrants remaining in default, in the order of their maturity; in case the said principal moneys shall have become due, the moneys applicable to the payment of the principal and interest on such bonds shall be applied to such principal and interest *pro rata* without any preference or priority whatsoever.

And further, if default shall be made in the payment of the principal or interest moneys mentioned in the said bonds, or any or either of them, or any part thereof, and if such default shall continue for the period of six months, then, and in that case, at the request of the holders of one-fourth part of the said bonds then outstanding in respect of which such default shall have been made, the said party of the second part, or its successors in the said trust, may, and it and they are hereby authorized and empowered to, cause the whole of the said premises, estates, franchises, rights, privileges and property hereby granted and conveyed, or intended so to be, with their appurtenances, and all benefit and equity of redemption of the said party of the first part, and its successors and assigns therein or thereto, to be sold at public auction in the city of

New York, in the State of New York, or the city of Memphis, in the State of Tennessee, giving at least three months' previous notice of the time and place of such sale, by publishing the same at least once in each week during such period of three months, in two newspapers published in said city of New York and two newspapers published in said city of Memphis, and giving such other notice of such sale as may be required by law, if any other notice be so required.

And it shall be lawful for the said party of the second part
262 or its successors making such sale, and it and they are hereby authorized and empowered as the attorney or attorneys of the party of the first part, and its successors, by these presents duly constituted and appointed for that purpose, to make, execute and deliver to the purchaser or purchasers on such sale, all such deeds and conveyances as shall be necessary or proper to convey and assure to, and vest in, him or them, the said premises, estates, franchises, rights, privileges and property, and every part and parcel thereof, and all of the estate, right, title and interest of the said party of the first part, and its successors and assigns therein or thereto; and such sale, and the deeds and conveyances so to be thereupon executed, shall be valid and effectual forever, and shall be a perpetual bar, both in law and equity, against the said party of the first part and its successors and assigns, and against all persons claiming or to claim by, from or under it or them, or any of them.

And it is further declared and agreed, that the receipt of the trustee or trustees who shall make the sale hereinbefore authorized shall be a sufficient discharge to the purchaser or purchasers at such sale for his or their purchase-money, and that such purchaser or purchasers, his or their heirs or assigns or personal representatives, shall not, after paying such purchase-money and receiving such receipt of such trustee or trustees therefor, be obliged to see to the application of such purchase-money upon or for the trusts or purposes of these presents, or be in anywise answerable for any loss, misapplication or non-application of such purchase-money by the trustee or trustees.

And it is hereby declared and agreed, that the said party of the second part, or its successors in the said trust, shall out of the proceeds of such sale, or of any sale which shall, under judicial proceedings or otherwise, be made of the said premises in enforcement of the security afforded by these presents, in the first place, pay and retain the costs and expenses attending such sale, and all counsel fees and other expenses incurred by it or them in reference to the same, and a reasonable compensation for its or their own services in the premises; and also any balance which may be due
263 to it or them on account of any disbursements or expenses paid or incurred in or about the care and management of the said premises subsequent to the taking possession thereof by it or them, including the reasonable compensation of any agent or agents who may be employed in or about such care and management, and shall apply the residue of the proceeds of such sale, or so much

thereof as may be necessary to the payment of the whole amount of principal and interest which shall then be owing and unpaid upon the bonds secured hereby, or any of them, whether the said principal, by the tenor of the said bonds, be then due or yet to become due. And in case of a deficiency of such proceeds to pay in full the whole amount of principal and interest owing or unpaid upon the said bonds, they shall be paid ratably in proportion to the amounts owing and unpaid upon them respectively, and without discrimination as between principal and interest, and without preference of the holder of any one bond or interest warrant over any of the others; and any surplus which may remain after the full payment of the principal and interest of all of the said bonds shall be paid over to the said party of the first part, or its successors or assigns, upon lawful demand being made therefor.

And it is hereby further provided, declared, granted and agreed, that upon the happening of such event or events as is or are hereinbefore declared agreed or provided to authorize the said party of the second part, or its successors, to sell the said premises, estates, franchises, rights, privileges and property, or to take the requisite proceedings to that end, the said party of the second part, or its successors, shall be entitled, in its or their discretion, instead of taking proceedings for and making sale of said premises, estates, franchises, rights, privileges, and property, under and in virtue of the power of sale hereinbefore contained, to proceed by bill in equity, or other appropriate proceedings, in any court or courts of competent jurisdiction, to foreclose this mortgage or enforce the rights, liens and securities of the trustee or trustees and the bondholders thereunder; and thereupon said trustee or trustees shall be entitled to have the said premises, estates, franchises, rights, privileges and property hereby granted or conveyed or intended so to be, sold by judicial sale under the order or decree of such court or courts, for or towards the satisfaction of the principal and interest due or owing upon the then outstanding bonds, issued under or entitled to the benefit of the security of this mortgage, and for the enforcement of the rights, liens and securities of the trustee or trustees and the bondholders; and in case of such judicial sale, the net proceeds thereof shall be applicable and distributable in like manner as hereinbefore provided in respect of the net proceeds of sale of such mortgaged premises and properties, rights and franchises, under and in virtue of the power of sale hereinbefore contained; and all the stipulations and provisions in this indenture contained with reference to or consequent upon a sale of such mortgaged premises and properties, rights, immunities and franchises, when or if sold under said power of sale, shall be applicable and applied as far and as nearly as may be, in case of such judicial sale being made under the order or decree of the court.

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And it is hereby further provided, declared and agreed that in case of such sale as is hereinbefore authorized being made by the party of the second part or its successors in said trust, or in case of any judicial sale being made of the said premises, properties, rights and franchises hereby mortgaged, or any part thereof in enforce-

ment of the mortgage lien hereby created, the purchaser or purchasers at such sale shall be entitled, in making settlement for and payment of the purchase-money bidden at such sale, to turn in or use towards the payment of such purchase-money the bonds held by such purchaser or purchasers, to or towards the payment whereof the net proceeds of such sale shall be legally applicable, reckoning such bonds, or the amount so turned in or used of the same for such purpose, at such sum as would be payable out of the net proceeds of such sale to such purchaser or purchasers, as holder or holders of such bonds, for his or their just share or proportion of such
265 net proceeds of sale, upon due apportionment of and concerning such net proceeds.

And the said party of the first part, for itself, its successors and assigns, doth hereby covenant, grant and agree to and with the said party of the second part, and its successors in the trust, and to and with the respective persons and corporations who or which shall at any time become holders of the said bonds hereby secured, or any of them, that the said party of the first part, its successors and assigns, shall and will at any time and from time to time hereafter, upon request, make, do, execute and deliver all such further and other acts, deeds and things as shall be reasonably advised, devised or required to effectuate the intention of these presents, and to assure and confirm to the said party of the second part, or its successors, all and singular the property and estate, real and personal, hereinbefore described, and hereby intended to be granted, and so as to render the same, and especially such portions thereof as shall be hereafter acquired by the said party of the first part, or its successors, available for the security and satisfaction of the said bonds, according to the intent and purpose herein expressed.

And it is hereby further provided, covenanted, declared and agreed that the party of the second part and its successors in the trust hereby created are forthwith, upon the request of the party of the first part, its successors or assigns, to authenticate and certify as issued hereunder and to deliver to the party of the first part, its successors or assigns, bonds of said party of the first part or its successors of the general form and tenor above set forth, to the amount of ten million dollars, and thereafter from time to time to authenticate and certify as issued hereunder and to deliver to the party of the first part, its successors or assigns, such bonds, to amounts which shall aggregate twenty thousand dollars for each mile of constructed railway (not included in the main line of railway of the party of the first part from Memphis to New Orleans), which may be certified to the party of the second part or its successors in this trust, as hereinafter provided, to be then owned by the party of the first
266 part, or its successors, and mortgaged hereby, or by indenture of mortgage or deed of trust supplemental hereto constituting a first mortgage thereon, until the length of such railways, including such main line, shall amount in the aggregate to eight hundred miles; and that the certificate of the president of said party of the first part or its successors to the facts entitling the party of the first part or its successors to receive such bonds under the foregoing

clause hereof, shall be sufficient evidence of such facts and shall fully protect the said party of the second part or its successors in respect to the authentication, certification and delivery of said bonds; but it is expressly provided, declared, covenanted and agreed that the said party of the second part and its successors in the trust created hereby shall not, in any event in addition to the bonds to the amount of ten million dollars to be forthwith issued hereunder in respect of main line, authenticate or certify, as issued hereunder, bonds in excess of twenty thousand dollars for each mile of railway so certified to be constructed, owned and mortgaged but not to be included in such main line. Provided, however, that nothing herein contained shall prevent the party of the second part and its successors from authenticating, certifying and delivering to said party of the first part, its successors or assigns, bonds in excess of the limits above prescribed (but not in any case exceeding in the aggregate the amount at their par or face value of sixteen million nine hundred thousand dollars), in case the proceeds of the sale of such bonds issued in excess of such limits shall simultaneously with the delivery of such bonds to the party of the first part, its successors or assigns, be deposited with the trustee or trustees hereunder, to be delivered to the party of the first part, its successors or assigns, only from time to time, as and when, under the foregoing provisions hereof, it or they would have become entitled to receive the bonds represented by such deposited proceeds, and until such delivery of such proceeds to said party of the first part, its successors or assigns,
the same shall be held by the said trustee or trustees, as fur-
267 ther collateral security to all the bonds outstanding hereunder.

And it is hereby further provided, declared and agreed, that any vacancy in the office of trustee hereunder may be permanently filled by the appointment of a new trustee or new trustees, by an instrument or concurrent instruments in writing, executed under the hands and seals of the holders of a majority in interest of the then outstanding bonds secured hereby, or their attorneys-in-fact thereunto authorized, but that the board of directors of the party of the first part or its successors may make a temporary appointment to fill such vacancy until a permanent appointment shall be made in the manner above prescribed.

And it is hereby covenanted and agreed, that any new trustee or new trustees, appointed as aforesaid, whether by a permanent or temporary appointment, shall immediately upon its, his or their appointment, and without any further act, deed or conveyance, become and be vested with all of the estates, trusts, rights, powers and duties of the trustee or trustees in whose place it, he or they shall have been appointed; but, nevertheless, the respective parties hereto, and their respective successors and assigns, shall and will, upon request, make, execute and deliver all such releases, conveyances and assurances as shall be appropriate to vest in and confirm and assure to such new trustee or new trustees such estates, trusts, rights, powers and duties, according to the intent above expressed.

And the said party of the second part does hereby accept the trust

conferred upon it by these presents, but with the understanding, and it is hereby expressly provided and agreed, that it shall not be liable or accountable for the acts, defaults or neglect of any agent or agents who may, in good faith and with reasonable discretion, be appointed under and by virtue of or for the purposes of these presents to do any of the matters or things herein provided for, and that no other liability or responsibility shall, under any circumstances, be borne by or attach to it than for the exercise of reasonable diligence only in the performance of the said trusts,
268 when action on its part for that purpose shall become necessary. The party of the second part is to be entitled to compensation for services in the execution of this trust.

In witness whereof, the parties hereto have caused their respective corporate seals to be hereunto affixed and attested by their respective secretaries, and these presents to be signed by their respective presidents the day and year first above written.

LOUISVILLE, NEW ORLEANS AND TEXAS RAILWAY COMPANY,
By R. T. WILSON, *President.*

[Corporate Seal.]

Attest: C. H. BOSHER, *Sec't'y.*

UNION TRUST COMPANY OF NEW YORK,
By EDW'D KING. *Pres't.*

[Corporate Seal.]

Attest: JAS. H. OGILVIE, *Sec'l'y P. T.*

269 STATE OF NEW YORK, } ss:
City and County of New York, }

Be it remembered, that on this twenty-fifth day of August, in the year of our Lord one thousand eight hundred and eighty-six, before me, William Shillaber, a duly appointed notary public in and for the city and county of New York, State of New York, and commissioner for the State of Tennessee, in and for the State of New York, residing in said city and county of New York, personally appeared Richard T. Wilson, president of the Louisville, New Orleans and Texas Railway Company, and Charles H. Bosher, secretary of the same company, to me respectively personally known, and known to me to be such officers of the said company, who being by me severally duly sworn, did depose and say: That he, said Richard T. Wilson, resides in the city of New York, in the State of New York, and that he, said Charles H. Bosher, resides in the city of New York, in the State of New York; that he, said Richard T. Wilson, is the president, and he, said Charles H. Bosher, is the secretary, of the said company; that they know the corporate seal of said company; that the seal affixed to the foregoing instrument is such corporate seal, and that it was so affixed thereto by order of the board of directors of the said company, and that they, the said Richard T. Wilson and Charles H. Bosher, signed their names thereto by the like order as president and secretary of said company respectively.

In witness whereof, I have hereunto set my hand and affixed my official seal, this 25th day of August, one thousand eight hundred and eighty-six.

[Notarial Seal.]

WILLIAM SHILLABER,
Notary Public, City and County of New York,
Commissioner for the State of Tennessee.

[Commissioner's Seal.]

270 STATE OF NEW YORK, } *ss:*
City and County of New York, }

Be it remembered, that on this twenty-fifth day of August, in the year of our Lord one thousand eight hundred and eighty-six, before me, William Shillaber, a duly appointed notary public in and for the city and county of New York, State of New York, and commissioner for the State of Tennessee, in and for the State of New York, residing in said city and county of New York, personally appeared Edward King, president of the Union Trust Company of New York, and James H. Ogilvie, secretary *pro tem.* of the same company, to me respectively personally known and known to me to be such officers of the said company, who being by me severally duly sworn, did depose and say: That he, said Edward King, resides in the city of New York, in the State of New York; and that he, said James H. Ogilvie, resides in said city of New York, in the State of New York; that he, said Edward King, is the president, and he, said James H. Ogilvie, is the secretary *pro tem.* of the said company; that they know the corporate seal of said company; that the seal affixed to the foregoing instrument is such corporate seal, and that it was so affixed thereto by authority of the board of trustees of the said company, and that they, the said Edward King and James H. Ogilvie, signed their names thereto by the like authority as president and secretary *pro tem.* of said company respectively.

In witness whereof, I have hereunto set my hand and affixed my official seal this 25th day of August, one thousand eight hundred and eighty-six.

[Notarial Seal.]

WILLIAM SHILLABER,
Notary Public, City and County of New York,
Commissioner for the State of Mississippi.

[Commissioner's Seal.]

271 STATE OF NEW YORK, } *ss:*
City and County of New York, }

Be it remembered that on this twenty-fifth day of August, in the year of our Lord one thousand eight hundred and eighty-six, before me, William Shillaber, a duly appointed notary public, in and for the city and county of New York, State of New York, and commissioner for the State of Mississippi in and for the State of New York, residing in said city and county of New York, personally ap-

peared the within-named Richard T. Wilson, president of the Louisville, New Orleans and Texas Railway Company, and Charles H. Bosher, secretary of the same company, to me respectively personally known, and known to me to be such officers of the said company, who acknowledged that in pursuance of authority in them vested by the board of directors of said company, and as such president and secretary they signed and delivered the foregoing instrument and affixed thereto the corporate seal of said company, on the day and year therein mentioned.

In witness whereof, I have hereunto set my hand and affixed my official seal, this 25th day of August, one thousand eight hundred and eighty-six.

[NOTARIAL SEAL.] WILLIAM SHILLABER,
Notary Public, City and County of New York,
Commissioner for the State of Mississippi.

[Commissioner's Seal.]

272 STATE OF NEW YORK, } *ss:*
City and County of New York, }

Be it remembered that on this twenty-fifth day of August, in the year of our Lord one thousand eight hundred and eighty-six, before me, William Shillaber, a duly appointed notary public in and for the city and county of New York, and State of New York, and commissioner for the State of Mississippi in and for the State of New York, residing in said city and county of New York, personally appeared Edward King, president of the Union Trust Company of New York, and James H. Ogilvie, secretary *pro tem.* of the same company, to me respectively personally known, and known to me to be such officers of said company, who acknowledged to me that in pursuance of authority in them vested by the board of trustees of said company, and as such president and secretary *pro tem.* they signed and delivered the foregoing instrument, and affixed thereto the corporate seal of said company, on the day and year therein mentioned, for the purposes therein expressed.

In witness whereof, I have hereunto set my hand and affixed my official seal, this 25th day of August, one thousand eight hundred and eighty-six.

[NOTARIAL SEAL.] WILLIAM SHILLABER,
Notary Public, City and County of New York,
Commissioner for the State of Mississippi.

[Commissioner's Seal.]

273 STATE OF NEW YORK, } *ss:*
City and County of New York, }

Be it remembered, that on this twenty-fifth day of August, in the year of our Lord one thousand eight hundred and eighty-six, before me, William Shillaber, a duly appointed notary public in and for the city and county of New York, State of New York, and commissioner for the State of Louisiana, in and for the State of New York, residing in said city and county of New York, personally appeared

Richard Thornton Wilson, president of the Louisville, New Orleans and Texas Railway Company, and Charles H. Bosher, secretary of the same company, to me respectively personally known and known to me to be such officers of the said company, and to be the same persons described in and who executed the foregoing instrument in my presence and in that of the two witnesses whose names are thereto subscribed as such, who being by me severally duly sworn, did depose and say: That he, said Richard Thornton Wilson, resides in the city of New York, in the State of New York, and that he, said Charles H. Bosher, resides in the city of New York, in the State of New York; that he, said Richard Thornton Wilson, is the president, and he, said Charles H. Bosher, is the secretary of the said company; that they know the corporate seal of said company; that the seal affixed to the foregoing instrument is such corporate seal, and that it was so affixed thereto by order of the board of directors of the said company, and that they, the said Richard Thornton Wilson and Charles H. Bosher, signed their names thereto by the like order as president and secretary of said company respectively, and thereupon acknowledged that they had signed, sealed and delivered such instrument as the voluntary act and deed of said
274 company, and as their own voluntary act and deed, for the considerations, uses and purposes therein expressed.

In witness whereof, I have hereunto set my hand and affixed my official seal this 25th day of August, one thousand eight hundred and eighty-six.

R. T. WILSON.
C. H. BOSHER.

CHARLES H. TWEED,
J. F. C. GROW, *Witnesses.*

[NOTARIAL SEAL.] WILLIAM SHILLABER,
Notary Public, City and County of New York,
Commissioner for the State of Louisiana.

[Commissioner's Seal.]

275 STATE OF NEW YORK, } ss:
City and County of New York, }

Be it remembered, that on this twenty-fifth day of August, in the year of our Lord, one thousand eight hundred and eighty-six, before me, William Shillaber, a duly appointed notary public in and for the city and county of New York, State of New York, and commissioner for the State of Louisiana, in and for the State of New York, residing in said city and county of New York, personally appeared Edward King, president of the Union Trust Company of New York, to me personally known, and known to me to be the president of the said company, and to be the same person described in and who executed the foregoing instrument in my presence and in that of the two witnesses whose names are thereto subscribed as such, who being by me duly sworn, did depose and say: That he resides in the city of New York, in the State of New York, and is the president of the said company; that he knows the corporate seal of said com-

pany; that the seal affixed to the foregoing instrument is such corporate seal, and that it was so affixed thereto by authority of the board of trustees of the said company, and that he signed his name thereto by the like authority as president of said company, and the said King thereupon acknowledged that he had signed, sealed and delivered the said instrument as the voluntary act and deed of said company, and as his own voluntary act and deed for the considerations, uses and purposes therein expressed.

In witness whereof, I have hereunto set my hand and affixed my official seal, this 25th day of August, one thousand eight hundred and eighty-six.

EDW'D KING.

R. C. McGILL,
A. H. ALVORD, *Witnesses.*

[Notarial Seal.]

WILLIAM SHILLABER,
Notary Public, City and County of New York,
Commissioner for the State of Louisiana.

[Commissioner's Seal.]

276 *Mortgage, August* 26, 1886.

An indenture made the twenty-sixth day of August, in the year of our Lord one thousand eight hundred and eighty-six, by and between the Louisville, New Orleans and Texas Railway Company, a corporation created, organized, and existing under the laws of the States of Tennessee, Mississippi, and Louisiana, party of the first part, and the Union Trust Company of New York, a corporation created, organized, and existing under the laws of the State of New York, party of the second part.

Whereas, the party of the first part has been formed by the consolidation, under the laws of the States of Tennessee, Mississippi and Louisiana, of the Tennessee Southern Railroad Company, a corporation created and existing under the laws of the State of Tennessee, the New Orleans, Baton Rouge, Vicksburg and Memphis Railroad Company, and the Memphis and Vicksburg Railroad Company, corporations created and existing under the laws of the State of Mississippi, and the New Orleans and Mississippi Valley Railroad Company, a corporation created and existing under the laws of the State of Louisiana, and is the owner of a line of railway extending from Memphis, in the State of Tennessee, to New Orleans, in the State of Louisiana, and is authorized to construct branches thereto.

And whereas, the party of the first part and its successors are about to execute and issue, to the amounts hereinafter prescribed on that behalf, second-mortgage bonds for one thousand dollars each, of the general form and tenor following, to wit:

277 UNITED STATES OF AMERICA:

Louisville, New Orleans and Texas Railway Company.

No. —. *Second-mortgage Bond.* $1,000.

The Louisville, New Orleans and Texas Railway Company, for value received, promises to pay, at its agency in the city of New York, to the bearer hereof, or, if registered, to the registered owner hereof, one thousand dollars, on the first day of September, one thousand nine hundred and thirty-four, and also in the meantime, on the first day of March and September in each year after the year 1888, to pay, at such agency, on presentation of this bond for endorsement of such payment thereon, such interest on such principal sum, not exceeding five per centum per annum, payable semi-annually, from the 1st day of September, 1888, and interest on interest in arrears, as the net earnings of said railway company shall suffice to pay on the entire issue of which this bond is one, after making such deductions from the said net earnings as are provided for in the mortgage or deed of trust securing the same hereinafter referred to.

This bond is one of a series of second-mortgage bonds of like tenor and amount numbered consecutively from 1 upward, which are secured by a mortgage or deed of trust made by the said railway company to the Union Trust Company of New York, as trustee, dated August 26, 1886, and are subordinate in lien to the first-mortgage four per cent. gold bonds of said railway company or its successors, issued or to be issued under an indenture of mortgage or deed of trust, dated August 25, 1886. Each successive holder of this bond accepts the same subject to the terms, conditions and limitations expressed in said mortgage or deed of trust securing the same, and waives all right of action hereon except in accordance therewith.

The interest on this bond shall be payable only out of the
278 net earnings of the said railway company, after making the deductions therefrom provided for in the said mortgage or deed of trust securing the same, and shall not be due at any time during the currency of this bond, until the amount payable in respect thereof shall have been determined and declared by the board of directors of said railway company.

But such interest shall be cumulative, and in case less than two and a half per centum be paid in any half year, the unpaid interest, with interest on such unpaid interest at the rate of five per centum per annum, shall be carried forward to the credit of this bond, for subsequent payment as such net earnings after such deductions shall suffice therefor, or at the maturity of the bond. All arrears of such interest, with the accrued interest thereon (so far as the same shall not have been previously paid), shall be paid with the principal of this bond, on the 1st day of September, 1934, and no dividend shall be paid upon the stock of the company or its income bonds until interest hereon, calculated at the rate of five per centum per annum from the 1st day of September, 1888, and payable semi-annually,

together with the accrued interest on any arrears of such interest shall have been fully paid.

It is further provided that the railway company or its successors may, at its or their option, at any time after two years from the date hereof, pay and extinguish such whole issue of second-mortgage bonds upon giving thirty days' notice in such manner as is prescribed in such mortgage or deed of trust securing the same, of its election to pay off such bonds at a prescribed date and place, and in case the said company shall at such prescribed date and place pay or be ready to pay the face of said bonds with five per cent. premium thereon, and such interest as up to that date may have been earned and become due on said bonds according to the terms thereof, and may remain unpaid, the said bonds shall thereupon cease to bear interest.

This bond shall pass by delivery unless registered. After registration, certified hereon by the company's transfer agent, no
279 transfer, except upon the company's books, shall be valid, unless the last registration shall have been to bearer.

This bond shall not be valid or obligatory until the certificate authenticating the same and endorsed hereon shall have been signed by the trustee hereunder.

In witness whereof, the said railway company has caused its corporate seal to be hereto affixed and attested by its secretary, and these presents to be signed by its president, the first day of September, one thousand eight hundred and eighty-six.

And whereas, all of the said second-mortgage bonds are to be equally secured by mortgage and hypothecation of the railways and railway lines of the party of the first part and its successors, constructed or to be constructed or acquired until the length of such railways shall amount, in the aggregate, to eight hundred miles, and of all their appurtenances, and the franchises relating or pertaining thereto.

Now therefore this indenture witnesseth, that the party of the first part, in consideration of the premises, and of one dollar to it paid by the party of the second part, the receipt whereof is hereby acknowledged, and for the purpose of securing the payment of such second-mortgage bonds, with the interest to accrue thereon, according to the true intent and meaning thereof, hath granted, bargained, sold, aliened, remised, released, conveyed and confirmed, and by these presents doth grant, bargain, sell, alien, remise, release, convey and confirm unto the said party of the second part, and its successors and assigns forever, all the railways and railway lines of the party of the first part, and its successors, whether constructed or to be constructed or acquired, until the length of such railways shall amount in the aggregate to eight hundred miles, and all their appurtenances, including therein all lands and rights of way, superstructure, rails, tracks, side tracks or sidings, bridges, build-
280 ings, fences, depots, station-houses, shops, warehouses, car-houses, engine-houses, machine shops, repair shops, buildings, erections and structures necessary to the operation of said railways or said railway lines, and all and singular the rolling stock, equip-

ment and machinery appertaining thereto, whether now owned or hereafter to be acquired; and also, all the rents, issues, tolls, incomes, earnings and profits of such railways and railway lines; and also, all the rights, privileges, immunities and franchises relating or pertaining to such railways or railway lines which the said party of the first part now possesses, owns or is entitled unto, or it or its successors may hereafter become possessed of or entitled unto; and also, all the estate, right, title, interest, property, possession, claim and demand whatsoever, as well in law as in equity, of the said party of the first part, and its successors, of, in and to the premises, and every part and parcel thereof, with the appurtenances.

To have and to hold, all and singular the above mentioned and described premises, together with the appurtenances, unto the said party of the second part, and its successors and assigns forever, in trust, nevertheless for the security and benefit of all and every the persons or bodies corporate who or which shall be or at any time become the holder or holders of any such second-mortgage bonds, without preference to the holder of any of the said bonds over any of the others, by reason of priority in the date thereof or the time of the issuing or negotiating of the same, but subject at all times to the lien of the mortgage or deed of trust from said party of the first part to the party of the second part, dated August 25, 1886, securing the first mortgage four per cent. gold bonds of said party of the first part or its successors, as thereby appears.

Provided always, and these presents are upon the express condition, that if the party of the first part, or its successors or assigns, shall well and truly pay or cause to be paid to the holders of
281 the said second-mortgage bonds when and as the same shall become due and payable, the principal and interest moneys secured hereby, according to the terms, provisions and conditions, tenor and effect of the said bonds, then these presents and the estate hereby granted shall cease, determine and be null and void.

And it is covenanted and agreed by and between the parties hereto, that until default shall be made by the said party of the first part, its successors and assigns, in the payment of the principal or interest of the said bonds, of some of them, or some part thereof, the said party of the first part, its successors and assigns, shall be suffered and permitted to possess and enjoy the said premises with their appurtenance-, and all and singular the rights and franchises hereinbefore described, and to receive, take and use the tolls, income, earnings and profits thereof, and the trustee or trustees hereunder shall have full power, in its or their discretion, upon written request of the party of the first part, its successors or assigns, to convey, by way of release or otherwise, and fully release from the lien of this mortgage, any lands or other property of any description which in its or their judgment shall not be necessary for, or for use in connection with, said railways, and to consent to such changes in the location of tracks, depots and other buildings as in its or their judgment may be expedient, and to make and deliver the releases and conveyances necessary to carry the same into effect, but any lands or othor property which may be acquired for permanent use

in substitution for any so released or conveyed shall thereupon become subject to the lien of this mortgage, and upon request of the trustee or trustees hereunder shall be conveyed to it or them by the party of the first part, its successors or assigns, upon the trusts of these presents.

But if default shall be made in the payment of the principal or interest moneys mentioned in the said bonds, or any or either of them, or any part thereof, according to the tenor and effect of said bonds, or either of them, and if such default shall continue for the period of six months, then, and in that case, the party of the
282 second part, or its successors in the trust, are hereby authorized and empowered, at the request of the holders of one-fourth part of the said bonds then outstanding in respect of which such default shall have been made, to enter into and upon, and take and hold possession of, all and singular the premises, estates, franchises, rights, privileges and property hereby granted and conveyed, or intended so to be, and in person, or by one or more agents to operate the said railways, to make from time to time all such repairs and replacements as it or they may deem judicious, and all such useful alterations, additions and improvements as the income coming into its or their hands shall be adequate to pay for, and take, collect and receive all fares, freights, tolls, earnings, issues, profits and income of said railways, and apply such fares, freights, tolls, earnings, issues, profits and income to the proper expenses of holding, operating and managing the said railways and other premises, and conducting the business thereof, to the payment of and for all taxes and assessments which shall be levied or assessed thereon, and all necessary and proper repairs, replacements, alterations, additions and improvements upon said property, and all expenses, costs, charges and counsel fees in the premises of said party of the second part, or its successors in the trust, and a reasonable compensation for its or their services, and next to the payment of the interest and principal of the said bonds, according to the tenor and effect thereof, as the same may be or become due and payable, and in case the principal moneys secured by such bonds shall not have become due, the moneys applicable to the payment of interest shall be applied upon the interest remaining in default, in the order of its maturity; in case the said principal moneys shall have become due, the moneys applicable to the payment of the principal and interest on such bonds shall be applied to such principal and interest *pro rata* without any preference or priority whatsoever.

And further, if default shall be made in the payment of the principal or interest moneys mentioned in the said bonds, or any or either of them, or any part thereof, and if such default shall
283 continue for the period of six months, then, and in that case, at the request of the holders of one-fourth part of the said bonds then outstanding in respect of which such default shall have been made, the said party of the second part, or its successors in the said trust, may, and it and they are hereby authorized and empowered to, cause the whole of the said premises, estates, franchises, rights, privileges and property hereby granted and conveyed, or in-

tended so to be, with their appurtenances, and all benefit and equity of redemption of the said party of the first part, and its successors and assigns therein or thereto, to be sold at public auction in the city of New York, in the State of New York, or the city of Memphis, in the State of Tennessee, giving at least three months' previous notice of the time and place of such sale, by publishing the same at least once in each week during such period of three months, in two newspapers published in said city of New York, and two newspapers published in said city of Memphis, and giving such other notice of such sale as may be required by law, if any other notice be so required.

And it shall be lawful for the said party of the second part or its successors making such sale, and it and they are hereby authorized and empowered, as the attorney or attorneys of the party of the first part, and its successors, by these presents duly constituted and appointed for that purpose, to make, execute and deliver to the purchaser or purchasers on such sale, all such deeds and conveyances as shall be necessary or proper to convey and assure to, and vest in, him or them, the said premises, estates, franchises, rights, privileges and property, and every part and parcel thereof, and all of the estate, right, title and interest of said party of the first part, and its successors and assigns therein or thereto; and such sale, and the deeds and conveyances so to be thereupon executed, shall be valid and effectual forever, and shall be a perpetual bar, both in law and equity, against the said party of the first part and its successors and assigns, and against all persons claiming or to claim by, from or under it or them, or any of them.

And it is further declared and agreed, that the receipt of
284 the trustee or trustees who shall make the sale hereinbefore authorized shall be a sufficient discharge to the purchaser or purchasers at such sale for his or their purchase-money, and that such purchaser or purchasers, his or their heirs or assigns or personal representatives, shall not, after paying such purchase-money and receiving such receipt of such trustee or trustees therefor, be obliged to see to the application of such purchase-money upon or for the trusts or purposes of these presents, or be in anywise answerable for any loss, misapplication or non-application of such purchase-money by the trustee or trustees.

And it is hereby declared and agreed, that the said party of the second part, or its successors in the said trust, shall out of the proceeds of said sale, or of any sale which shall, under judicial proceedings or otherwise, be made of the said premises in enforcement of the security afforded by these presents, in the first place, pay and retain the costs and expenses attending such sale, and all counsel fees and other expenses incurred by it or them in reference to the same, and a reasonable compensation for its or their own services in the premises; and also any balance which may be due to it or them on account of any disbursements or expenses paid or incurred in or about the care and management of the said premises subsequent to the taking possession thereof by it or them, including the reasonable compensation of any agent or agents who may be employed in or

about such care and management, and shall apply the residue of the proceeds of such sale, or so much thereof as may be necessary to the payment of the whole amount of principal and interest which shall then be owing and unpaid upon the bonds secured hereby, or any of them, whether the said principal, by the tenor of the said bonds, be then due or yet to become due. And in case of a deficiency of such proceeds to pay in full the whole amount of principal and interest owing or unpaid upon the said bonds, they shall be paid ratably in proportion to the amounts owing and unpaid upon them respectively, and without discrimination as between principal and interest, and without preference of the holder of any one bond over any of the others; and any surplus which may remain after
285 the full payment of the principal and interest of all of the said bonds shall be paid over to the said party of the first part, or its successors or assigns, upon lawful demand being made therefor.

And it is hereby further provided, declared, granted and agreed, that upon the happening of such event or events as is or are hereinbefore declared agreed or provided to authorize the said party of the second part, or its successors, to sell the said premises, estates, franchises, rights, privileges and property, or to take the requisite proceedings to that end, the said party of the second part, or its successors, shall be entitled, in its or their discretion, instead of taking proceedings for and making sale of said premises, estates, franchises, rights, privileges, and property, under and by virtue of the power of sale hereinbefore contained, to proceed by bill in equity, or other appropriate proceedings, in any court or courts of competent jurisdiction, to foreclose this mortgage or enforce the rights, liens and securities of the trustee or trustees and the bondholders thereunder; and thereupon said trustee or trustees shall be entitled to have the said premises, estates, franchises, rights, privileges and property hereby granted or conveyed or intended so to be, sold by judicial sale under the order or decree of such court or courts, for or towards the satisfaction of the principal and interest due or owing upon the then outstanding second-mortgage bonds, issued under or entitled to the benefit of the security of this mortgage, and for the enforcement of the rights, liens and securities of the trustee or trustees and the bondholders; and in case of such judicial sale, the net proceeds thereof shall be applicable and distributable in like manner as hereinbefore provided in respect of the net proceeds of sale of such mortgaged premises and properties, rights and franchises, under and in virtue of the power of sale hereinbefore contained; and all the stipulations and provisions in this indenture contained with reference to or consequent upon a sale of such mortgaged premises and properties, rights, immunities and franchises, when or if sold under said power of sale, shall
286 be applicable and applied as far and as nearly as may be, in case of such judicial sale being made under the order or decree of the court.

And it is hereby further provided, declared and agreed that in case of such sale as is hereinbefore authorized being made by the

party of the second part or its successors in said trust, or in case of any judicial sale being made of the said premises, properties, rights and franchises hereby mortgaged, or any part thereof in enforcement of the mortgage lien hereby created, the purchaser or purchasers at such sale shall be entitled, in making settlement for and payment of the purchase-money bidden at such sale, to turn in or use towards the payment of such purchase-money the bonds held by such purchaser or purchasers, to or towards the payment whereof the net proceeds of such sale shall be legally applicable, reckoning such bonds, or the amount so turned in or used of the same for such purpose, at such sum as would be payable out of the net proceeds of such sale to such purchaser or purchasers, as holder or holders of such bonds, for his or their just share or proportion of such net proceeds of sale, upon due apportionment of and concerning such net proceeds.

And the said party of the first part, for itself, its successors and assigns, doth hereby covenant, grant and agree to and with the said party of the second part, and its successors in the trust, and to and with the respective persons and corporations who or which shall at any time become holders of the said bonds hereby secured, or any of them, that the said party of the first part, its successors and assigns, shall and will at any time and from time to time hereafter, upon request, make, do, execute and deliver all such further and other acts, deeds and things as shall be reasonably advised, devised or required to effectuate the intention of these presents, and to assure and confirm to the said party of the second part, or its successors, all and singular the property and estate, real and personal, hereinbefore described, and hereby intended to be granted, and so as to render the same, and especially such portions thereof as shall be hereafter acquired by the said party of the first part, or its
287 successors, available for the security and satisfaction of the said bonds, according to the intent and purpose herein expressed.

And it is hereby further provided, covenanted, declared and agreed that the party of the second part and its successors in the trust hereby created are forthwith, upon the request of the party of the first part, its successors or assigns, to authenticate and certify as issued hereunder and to deliver to the party of the first part, its successors or assigns, bonds of said party of the first part or its successors of the general form and tenor above set forth, to the amount of seven million eight hundred and ninety-nine thousand dollars, and that hereafter, from time to time, when and as it shall be certified to the party of the second part or its successors in this trust as hereinafter provided that any additional railway, not included in the present main line of the railway of the party of the first part from Memphis to New Orleans, has been constructed or acquired by said party of the first part or its successors, and has become subject to this mortgage or to any supplemental mortgage subjecting the same to a lien in favor of the second-mortgage bonds issued here-

under, the said party of the second part and its successors in the trust hereby created, are, upon request of said party of the first part or its successors, to authenticate and certify as issued hereunder and deliver to the party of the first part or its successors such additional amounts of such second-mortgage bonds (bearing interest to the like extent with the other second-mortgage bonds of this issue then outstanding), as shall justly represent the capitalization into said bonds, of the difference between five per cent. interest, payable semi-annually, and four per cent. interest payable semi-annually, for the remainder of the term of said bonds, upon twenty thousand dollars for each mile of such additional road. Provided that no such additional bonds shall be issued hereunder in respect of such additional railroad when the length of such railroads in respect of which such bonds shall have been issued, together with the main line above referred to, shall amount in the aggregate to eight
288 hundred miles; and that the certificate of the president of said party of the first part or its successors to the facts, entitling the party of the first part or its successors to receive such additional bonds, under the foregoing clause hereof, shall be sufficient evidence of such facts, and shall fully protect the said party of the second part or its successors in respect to the authentication, certification and delivery of such bonds.

It is hereby further provided, covenanted, declared and agreed that the amount which shall be appropriated and applied to or towards the payment of interest on such second-mortgage bonds each six months during the currency of such bonds, shall be ascertained by the board of directors of the party of the first part or its successors, by deducting from the earnings and income of said company from such railways, the expenses of operating said railways and the keeping up and maintaining the same, with their appurtenances, and of all improvements, additions, betterments, renewals and acquisitions, and of providing and keeping up suitable equipment and the expenses of conducting the said company's business and affairs, and maintaining its corporate organization, and the interest payable each six months upon the first-mortgage four per cent. gold bonds of the said railway company or its successors, issued under or secured by the indenture of mortgage or deed of trust from said railway company to the Union Trust Company of New York, dated August 25, 1886, and that such amounts so remaining after such deductions shall be distributed and applied *pro rata* among the holders or registered owners of the second-mortgage bonds secured hereby from time to time outstanding. Provided, however, that the amounts so from time to time distributed, shall not in the aggregate exceed five per cent. per annum, from the 1st day of September, 1888, payable semi-annually, and interest which may have accrued upon the arrears of interest remaining at any time, or from time to time, unpaid.

And it is further provided covenanted, declared and agreed
289 that the said party of the first part or its successors may at its or their option at any time after two years from September

1, 1886, pay and extinguish such whole issue of second-mortgage bonds secured by this indenture upon giving 30 days' notice by publication twice a week in two newspapers of good circulation in the city of New York, of its election to pay off the same at a prescribed date and place, and in case the said company shall at such prescribed date and place pay or be ready to pay the face of said bonds with five per cent. premium thereon, and such interest as up to that date may have been earned and become due on said bonds according to the terms thereof and may remain unpaid, the said bonds shall thereupon cease to bear interest.

And it is hereby further provided, declared and agreed, that any vacancy in the office of trustee hereunder may be permanently filled by the appointment of a new trustee or new trustees, by an instrument or concurrent instruments in writing, executed under the hands and seals of the holders of a majority in interest of the then outstanding bonds secured hereby or their attorneys-in-fact thereunto authorized, but that the board of directors of the party of the first part or its successors may make a temporary appointment to fill such vacancy until a permanent appointment shall be made in the manner above prescribed.

And it is hereby covenanted and agreed, that any new trustee or new trustees, appointed as aforesaid, whether by a permanent or temporary appointment, shall immediately upon its, his or their appointment, and without any further act, deed or conveyance, become and be vested with all of the estates, trusts, rights, powers and duties of the trustee or trustees in whose place it, he or they shall have been appointed; but, nevertheless, the respective parties hereto, and their respective successors and assigns, shall and will, upon request, make, execute and deliver all such releases, conveyances and assurances as shall be appropriate to vest in and confirm and assure to such new trustee or new trustees such estates, trusts, rights, powers and duties, according to the intent above expressed.

290 And the said party of the second part does hereby accept the trust conferred upon it by these presents, but with the understanding, and it is hereby expressly provided and agreed, that it shall not be liable or accountable for the acts, defaults or neglect of any agent or agents who may, in good faith and with reasonable discretion, be appointed under and by virtue of or for the purposes of these presents to do any of the matters or things herein provided for, and that no other liability or responsibility shall, under any circumstances, be borne by or attach to it than for the exercise of reasonable diligence only in the performance of the said trusts, when action on its part for that purpose shall become necessary. The party of the second part is to be entitled to compensation for services in the execution of this trust.

In witness whereof, the parties hereto have caused their respective corporate seals to be hereunto affixed and attested by their respective

secretaries, and these presents to be signed by their respective presidents the day and year first above written.

LOUISVILLE, NEW ORLEANS & TEXAS RAILWAY COMPANY,
[CORPORATE SEAL.] By R. T. WILSON, *President.*

Attest: C. H. BOSHER, *Secretary.*

UNION TRUST COMPANY OF NEW YORK.
[CORPORATE SEAL.] EDW'D KING, *President.*

Attest: JAS. H. OGILVIE,
Secretary P. T.

291 STATE OF NEW YORK, } ss:
City and County of New York, }

Be it remembered, that on this twenty-sixth day of August, in the year of our Lord one thousand eight hundred and eighty-six, before me, William Shillaber, a duly appointed notary public in and for the city and county of New York, State of New York, and commissioner for the State of Tennessee, in and for the State of New York, residing in said city and county of New York, personally appeared Richard T. Wilson, president of the Louisville, New Orleans and Texas Railway Company, and Charles H. Bosher, secretary of the same company, to me respectively personally known, and known to me to be such officers of the said company, who being by me severally duly sworn, did depose and say: That he, said Richard T. Wilson, resides in the city of New York, in the State of New York, and that he, said Charles H. Bosher, resides in the city of New York, in the State of New York; that he, said Richard T. Wilson, is the president, and he, said Charles H. Bosher, is the secretary, of the said company; that they know the corporate seal of said company; that the seal affixed to the foregoing instrument is such corporate seal, and that it was so affixed thereto by order of the board of directors of the said company, and that they, the said Richard T. Wilson and Charles H. Bosher, signed their names thereto by the like order as president and secretary of said company respectively.

In witness whereof, I have hereunto set my hand and affixed my official seal, this 26th day of August, one thousand eight hundred and eighty-six.

[NOTARIAL SEAL.] WILLIAM SHILLABER,
Notary Public, City and County of New York,
Commissioner for the State of Tennessee.

[Commissioner's Seal.]

292 STATE OF NEW YORK, } ss:
City and County of New York, }

Be it remembered, that on this twenty-sixth day of August, in the year of our Lord one thousand eight *eight* hundred and eighty-

six, before me, William Shillaber, a duly appointed notary public in and for the city and county of New York, State of New York, and commissioner for the State of Tennessee, in and for the State of New York, residing in said city and county of New York, personally appeared Edward King, president of the Union Trust Company of New York, and James H. Ogilvie, secretary *pro tem.* of the same company, to me respectively personally known and known to me to be such officers of the said company, who being by me severally duly sworn, did depose and say: That he, said Edward King, resides in the city of New York, in the State of New York; and that he, said James H. Ogilvie, resides in said city of New York, in the State of New York; that he, said Edward King, is the president, and he, said James H. Ogilvie, is the secretary *pro tem.* of the said company; that they know the corporate seal of said company; that the seal affixed to the foregoing instrument is such corporate seal, and that it was so affixed thereto by authority of the board of trustees of the said company, and that they, the said Edward King and James H. Ogilvie, signed their names thereto by the like authority as president and secretary *pro tem.* of said company respectively.

In witness whereof, I have hereunto set my hand and affixed my official seal, this 26th day of August, one thousand eight hundred and eighty-six.

[NOTARIAL SEAL.] WILLIAM SHILLABER,
Notary Public, City and County of New York,
Commissioner for the State of Tennessee.

[Commissioner's Seal.]

293 STATE OF NEW YORK, }
City and County of New York, } *ss:*

Be it remembered, that on this twenty-sixth day of August, in the year of our Lord one thousand eight hundred and eighty-six, before me, William Shillaber, a duly appointed notary public, in and for the city and county of New York, State of New York, and commissioner for the State of Mississippi, in and for the State of New York, residing in said city and county of New York, personally appeared the within-named Richard T. Wilson, president of the Louisville, New Orleans and Texas Railway Company, and Charles H. Bosher, secretary of the same company, to me respectively personally known, and known to me to be such officers of the said company, who acknowledged that in pursuance of authority in them vested by the board of directors of said company, and as such president and secretary they signed and delivered the foregoing instrument, and affixed thereto the corporate seal of said company, on the day and year therein mentioned.

In witness whereof, I have hereunto set my hand and affixed my official seal this 26th day of August, one thousand eight hundred and eighty-six.

[NOTARIAL SEAL.] WILLIAM SHILLABER,
Notary Public, City and County of New York,
Commissioner for the State of Mississippi.

[Commissioner's Seal.]

294 STATE OF NEW YORK, } ss:
City and County of New York, }

Be it remembered, that on this twenty-sixth day of August, in the year of our Lord one thousand eight hundred and eighty-six, before me, William Shillaber, a duly appointed notary public, in and for the city and county of New York, and State of New York, and commissioner for the State of Mississippi, in and for the State of New York, residing in said city and county of New York, personally appeared Edward King, president of the Union Trust Company of New York, and James H. Ogilvie, secretary *pro tem.* of the same company, to me respectively personally known, and known to me to be such officers of said company, who acknowledged to me that in pursuance of authority in them vested by the board of trustees of said company, and as such president and secretary, they signed and delivered the foregoing instrument and affixed thereto the corporate seal of said company, on the day and year therein mentioned, for the purposes therein expressed.

In witness whereof, I have hereunto set my hand and affixed my official seal this 26th day of August, one thousand eight hundred and eighty-six.

[NOTARIAL SEAL.] WILLIAM SHILLABER,
Notary Public, City and County of New York,
Commissioner for the State of Mississippi.

[Commissioner's Seal.]

295 STATE OF NEW YORK, } ss:
City and County of New York, }

Be it remembered, that on this twenty-sixth day of August, in the year of our Lord one thousand eight hundred and eighty-six, before me, William Shillaber, a duly appointed notary public in and for the city and county of New York, State of New York, and commissioner for the State of Louisiana, in and for the State of New York, residing in said city and county of New York, personally appeared Richard Thornton Wilson, president of the Louisville, New Orleans and Texas Railway Company, and Charles H. Bosher, secretary of the same company, to me respectively personally known and known to me to be such officers of the said company, and to be the same persons described in and who executed the foregoing instrument in my presence and in that of the two witnesses whose names are thereto subscribed as such, who being by me severally duly sworn, did depose and say: That he, said Richard Thornton Wilson, resides in the city of New York, in the State of New York, and that he, said Charles H. Bosher, resides in the city of New York, in the State of New York; that he, said Richard Thornton Wilson, is the president, and he, said Charles H. Bosher, is the secretary of the said company; that they know the corporate seal of said company; that the seal affixed to the foregoing instrument is such corporate seal, and that it was so affixed thereto by order of the board of directors of the said company, and that they, the said Richard Thornton Wilson and Charles H. Bosher, signed their names thereto by the like order as president and secretary of said company re-

spectively, and thereupon acknowledged that they had signed, sealed, and delivered such instrument as the voluntary act
296 and deed of said company, and as their own voluntary act and deed, for the considerations, uses and purposes therein expressed.

In witness whereof, I have hereunto set my hand and affixed my official seal, this twenty-sixth day of August, one thousand eight hundred and eighty-six.

R. T. WILSON.
C. H. BOSHER.

DANIEL OAKEY,
E. MORA DAVISON, *Witnesses.*

[NOTARIAL SEAL.] WILLIAM SHILLABER,
Notary Public, City and County of New York,
Commissioner for the State of Louisiana.

[Commissioner's Seal.]

297 STATE OF NEW YORK, } ss:
City and County of New York, }

Be it remembered, that on this twenty-sixth day of August, in the year of our Lord one thousand eight hundred and eighty-six, before me, William Shillaber, a duly appointed notary public in and for the city and county of New York, State of New York, and commissioner for the State of Louisiana, in and for the State of New York, residing in said city and county of New York, personally appeared Edward King, president of the Union Trust Company of New York, to me personally known, and known to me to be the president of the said company, and to be the same person described in and who executed the foregoing instrument in my presence and in that of the two witnesses whose names are thereto subscribed as such, who being by me duly sworn, did depose and say: That he resides in the city of New York, in the State of New York, and is the president of the said company; that he knows the corporate seal of said company; that the seal affixed to the foregoing instrument is such corporate seal, and that it was so affixed thereto by authority of the board of trustees of the said company, and that he signed his name thereto by the like authority as president of said company, and the said King thereupon acknowledged that he had signed, sealed and delivered the said instrument as the voluntary act and deed of said company, and as his own voluntary act and deed for the considerations, uses and purposes therein expressed.

In witness whereof, I have hereunto set my hand and affixed my official seal, this 26th day of August, one thousand eight hundred and eighty-six.

EDW'D KING.

E. MORA DAVIDSON,
JAS. H. OGILVIE, *Witnesses.*

[NOTARIAL SEAL.] WILLIAM SHILLABER,
Notary Public, City and County of New York,
Commissioner for the State of Louisiana.

[Commissioner's Seal.]

298 *Mortgage, August* 27, 1886.

Deed of trust for land-grant income bonds.

This indenture, made the twenty-seventh day of August, eighteen hundred and eighty-six, between the Louisville, New Orleans and Texas Railway Company, a corporation created and organized under the laws of the States of Tennessee, Mississippi and Louisiana, party of the first part, and Edward H. Pardee, of the city of New York in the State of New York, and Albert Crolius, of the city of Brooklyn in the State of New York, as trustees, as hereinafter mentioned, parties of the second part.

Whereas, the party of the first part has been formed by the consolidation, under the laws of the States of Tennessee, Mississippi and Louisiana, of the Tennessee Southern Railroad Company, a corporation created and existing under the laws of the State of Tennessee, the New Orleans, Baton Rouge, Vicksburg and Memphis Railroad Company and the Memphis and Vicksburg Railroad Company, corporations created and existing under the laws of the State of Mississippi, and the New Orleans and Mississippi Valley Railroad Company, a corporation created and existing under the laws of the State of Louisiana, and is the owner of a line of railway extending from Memphis in the State of Tennessee, to New Orleans in the State of Louisiana, and is authorized to construct branches thereto.

And whereas, the party of the first part, in accordance with the authority vested in it on that behalf, is about to execute and issue from time to time (but with the limitation hereinafter prescribed in respect to the aggregate amount thereof which may at any time be outstanding), its land-grant income bonds for one thousand dollars each, of the general form and tenor following, to wit:

299 No. —. $1,000.

Louisville, New Orleans and Texas Railway Company.

Land-grant Income Bond.

The Louisville, New Orleans and Texas Railway Company, for value received, promises to pay to the bearer hereof the sum of one thousand dollars at its agency in the city of New York fifty years after date, and further promises to pay the bearer hereof in the meantime, annually, on the first day of November in each year, at its agency in the city of New York, on presentation of this bond for endorsement of such payment thereon, such interest on such principal sum, (not exceeding, however, six per centum per annum,) as the net earnings and income of said railway company from its railways in each current year ending on the first day of July next preceding the day above fixed for the payment of the annual interest hereon shall suffice to pay upon all the bonds of this issue outstanding on such first day of July, after first paying from the earnings and income of said company from such railways

the expenses of operating said railways, and of keeping up and maintaining the same, with their appurtenances, and of all improvements, additions, betterments, renewals and acquisitions, and of providing and keeping up suitable equipment, and the expenses of conducting said company's business and affairs, and maintaining its corporate organization, and after likewise paying from said earnings and income the interest payable from time to time upon such other bonds of said company or its successors as shall be from time to time outstanding, and such amounts as may be prescribed to be paid to or towards sinking funds for the redemption thereof.

And if in any year the amount as ascertained and determined to be applicable to the payment of such annual interest on the bonds of this issue shall not be sufficient for the full payment of
300 interest at the rate of six per centum per annum thereon, the amount of such deficiency, whether partial or total, shall not be accumulative, nor be made up out of any surplus income of subsequent years, but shall be absolutely waived, relinquished and discharged.

This bond is one of a series of bonds of said railway company for one thousand dollars each, numbered consecutively from 1 (one) upwards, issued and to be issued at a rate not exceeding twenty thousand dollars per mile of railroad constructed ready for operation, all of which bonds are equally secured by a certain indenture of mortgage or deed of trust, bearing date the 27th day of August, one thousand eight hundred and eighty-six, executed by the said railway company to Edward H. Pardee and Albert Crolius, as trustees, conveying upon the terms and conditions therein expressed, all such lands of said railway company situated in the counties of DeSoto, Tunica, Quitman, Coahoma, Bolivar, Washington, Issaquena, Sharkey, Warren and Tate, in the State of Mississippi, as are not and shall not be required for the use of said railway company or its successors in the construction or operation of its or their railroads or branches.

This bond shall not become obligatory unless the certificate endorsed hereon is signed by the trustees under the indenture of mortgage or deed of trust securing the same.

In witness whereof, the said Louisville, New Orleans and Texas Railway Company has caused its corporate seal to be hereto affixed, and these presents to be attested by the signatures of its president and secretary, the first day of September, in the year of our Lord one thousand eight hundred and eighty-six.

LOUISVILLE, NEW ORLEANS AND
TEXAS RAILWAY COMPANY,

By —— ——, *President.*

—— ——, *Secretary.*

301 And whereas, the said party of the first part desires to secure the due payment of said bonds by this mortgage:

Now, therefore, this indenture witnesseth: That the said party of the first part, in consideration of the premises, and for the purpose of securing the due payment of the aforesaid bonds, in accordance

with the terms, provisions and conditions thereof, and in further consideration of one dollar to the said party of the first part in hand paid at and before the ensealing and delivery of these presents, the receipt whereof is hereby acknowledged, hath granted, bargained, sold, assigned, released, conveyed and confirmed, and by these presents doth grant, bargain, sell, assign, release, convey and confirm unto the said Edward H. Pardee and Albert Crolius, trustees as aforesaid, parties of the second part, and their successors or successor in said trust, all such lands of said party of the first part situated in the counties of De Soto, Tunica, Quitman, Coahoma, Bolivar, Washington, Issaquena, Sharkey, Warren and Tate, in the State of Mississippi, as are not and shall not be required for the use of said party of the first part, or its successors, in the construction or operation of its or their railroads or branches, together with the rents, issues and profits thereof, and also the deferred payments, still remaining unpaid, on account of the purchase price of the like lands sold by said party of the first part since the 25th day of August, 1885, and also (subject to the lien of the first mortgage from the party of the first part to the Metropolitan Trust Company of the City of New York, dated September 18, 1884; and the first mortgage to the Union Trust Company of New York, dated August 25, 1886; and the second mortgage to the Union Trust Company of New York, dated August 26, 1886), all the rents, issues, tolls, incomes, earnings and profits of its railways or railway lines, which the said party of the first part now possesses, or is entitled, to or may become possessed of or entitled to.

To have and to hold, unto the said parties of the second
302 part, and their successors or successor, in the said trust, but in trust for, and for the use, benefit and security of, all and singular the persons and corporations who or which shall, from time to time, be or become lawful owners or holders of any of said land-grant income bonds, and for securing the due payment of such bonds respectively, with *pro rata* equality, without preference or priority of any of such bondholders over any of the others.

And the party of the first part doth declare and covenant that the lands herein conveyed are free from all incumbrance whatsoever, except the mortgage or deed of trust between the parties hereto, dated September 18, 1884, and the supplemental deed of trust between the same parties, dated August 25, 1885, and that it has not caused or suffered to be placed thereon any other lien or incumbrance prior or paramount to the lien of this mortgage.

Provided always, nevertheless, and these presents are upon the express condition, that if the said party of the first part, its successors or assigns, do and shall well and truly pay the principal and interest of said land-grant income bonds when and as the same shall become due and payable, in accordance with the terms, provisions and conditions thereof, then these presents and the estates, rights and interests thereby granted or conveyed shall cease and determine, and become null and void.

And provided further, and it is an express provision and condition of this indenture, that the party of the first part, or its succes-

sors, notwithstanding the execution of these presents, shall be permitted at any time, and from time to time, by means of its land department, or otherwise, to lease, sell and dispose of the lands mortgaged hereby, or any part thereof, upon such terms as may be satisfactory to it, and in order that it may be enabled to give title thereto free and discharged from this mortgage, it is an express provision and condition of this indenture, that the trustees hereunder shall, at all times, upon payment to them of the purchase-money of such sales, or the transfer to them of the evidence of indebted-
303 ness given therefor by the purchaser, together with such security, if any, as may be taken therefor, execute full releases of the lien hereof, either by indorsement on the deeds to such purchasers, or by separate deeds or releases, as may be required of them.

And it is further agreed, that it shall be the duty of the parties of the second part, or their successors, to apply the gross receipts from such sales or disposition thereof, and collections of such deferred payments above mentioned, as follows:

First. To the payment of taxes and assessments accrued upon such lands, or imposed in respect thereof, since the 25th day of August, 1885, or which may hereafter accrue upon, or be imposed in respect of, such lands.

Second. To the payment of the expenses incurred since the 25th day of August, 1885, or which may hereafter be incurred in the care, custody, management, improvement, and in the cultivating, leasing and selling of such lands. The application of the money to these purposes shall be made from time to time, pursuant to and in accordance with the direction of the railway company; and the said trustees shall at all times apply any moneys or evidences of indebtedness held by them as purchase-money, or deferred payments on account of purchase-money, of any of such lands to the purposes hereinabove referred to, on the requisition of said company through its proper officers.

Third. The net proceeds of such sales or disposition thereof, and of collections of such deferred payments, after payment of such amounts as are prescribed in clauses "first" and "second" hereof to be paid, shall be applied *pro rata* to or towards the payment and discharge of the said land-grant income bonds issued and secured hereunder, upon the production of such bonds for the endorsement of such payments thereon, but the trustees hereunder shall not be required to make such application of proceeds to the payment
304 and discharge of said land-grant income bonds, except when and as they shall have in their hands applicable to such purpose moneys sufficient to pay at least one per cent. upon such land-grant income bonds then outstanding.

Provided, however, and the foregoing provisions and stipulations in respect to the sales of lands and the disposition to be made of the proceeds thereof, and of collections of deferred payments on lands sold, are subject to the express condition that until all of the income bonds of the Louisville, New Orleans and Texas Railway Company issued under the deed of trust securing income bonds, dated September 18, 1884, and the supplemental deed of trust se-

curing the same, dated August 25, 1885, shall be surrendered and cancelled, and the mortgages or deeds of trust securing the same satisfied of record, the provisions of said deed of trust and supplemental deed of trust, dated September 18, 1884, and August 25, 1885, respectively, shall continue and remain in full force and effect: and all sales made in accordance therewith shall be valid and effectual as well against the rights of the trustees hereunder, and the holders of bonds secured hereby as in respect of the trustees under said deeds of trust and the holders of the income bonds therein referred to, and the moneys received from the proceeds of the sales of land and from collections of deferred payments, shall be held, dealt with and disposed of as prescribed in said deed of trust and supplemental deed of trust, dated September 18, 1884, and August 25, 1885, respectively, and until such income bonds shall be so surrendered and cancelled, and such deeds of trust satisfied of record, the provisions hereinbefore contained in respect to the disposition of the proceeds of land sales and collections of deferred payments, so far as the same may differ from the provisions of said deed of trust and supplemental deed of trust hereinbefore referred to, shall not take effect, but when all of said income bonds shall be surrendered and cancelled, and said mortgages or deeds of trust, dated September 18, 1884, and August 25, 1885, respectively, securing the same, shall be satisfied of record, then the provisions
305 of this deed of trust in respect to land sales and the disposition of the proceeds thereof and of collections of deferred payments shall take full effect.

And provided further, and it is likewise an express condition of this indenture, that until the party of the first part, its successors and assigns, shall have made some default in the payment of the said bonds hereby secured, or of some of such bonds, the said party of the first part, its successors and assigns, shall be entitled to continue in the possession, use and enjoyment of the said mortgaged premises, and in receipt of the income, rents and profits thereof.

But it is an express condition and agreement that the rents, issues and profits of the said lands shall be applied from time to time as they shall be received by the company to such payments as at such time are authorized hereinbefore to be made out of the proceeds of the sales of said lands.

And it is hereby further provided, declared, granted and agreed, that the bonds which may be issued from time to time under this mortgage shall not exceed twenty thousand dollars for each mile of railroad at the time constructed ready for operation, and that the said trustees, or their successors or successor in the trust, shall accept a certificate signed by the president of the party of the first part or its successors, as conclusive evidence of the number of miles of road constructed ready for operation, and the said trustees or their successors shall not be required to look beyond the certificate of the president as herein provided and shall not be responsible in any event for any act done in pursuance of such certificate.

And it is hereby further provided, declared, granted and agreed, that the bonds which have been, or are to be, issued hereunder are

and shall be serial numbers from one to ten thousand, in-
306 clusive, and that no more shall be issued thereunder, and none other shall participate in the benefits or security hereof.

And it is hereby further provided, declared, granted and agreed, that in case default shall be made in the payment of the principal of said bonds hereby secured, or of any of such bonds, when such principal shall be due and payable, then, and in that event, the said parties of the second part, or their successors in the said trust, shall be entitled to, and may, and upon the requisition in writing to that effect of holders of a majority of such bonds hereby secured, and upon being duly and properly indemnified by such bondholders against expense or loss in the premises, shall, either personally, or by agent or attorney, enter into and upon such part of the said mortgaged premises as shall then remain subject to the lien and operation of this indenture of mortgage, and shall have, hold and possess the same, with the rights and privileges thereunto appertaining.

And thereupon it shall be lawful for the said parties of the second part hereto, or their successors in the trust, either personally or by attorney or agent duly constituted therefor by the said trustees, to sell and dispose of all such part of the said mortgaged premises as shall then remain subject to the lien and operation of this indenture of mortgage, at public auction to the highest bidder, either in the city of New York, in the State of New York, or in the city of Vicksburg, in the State of Mississippi, as the said trustees may in their discretion designate, and at such time as they may appoint therefor; provided, however, and it is hereby declared and agreed, that, preparatory to such auction sale as aforesaid, the said trustees shall give public notice of the time and place, when and where the same is to be made, and of the property to be sold, by advertisement in a newspaper published in the said city of Vicksburg, and in two newspapers of good circulation published in the city of New York, and that such advertisements shall be published in each of such
newspapers at least twice in each week for the twelve suc-
307 cessive weeks next previous to the day fixed for such sale, with the right, however, to the trustees, after such notice shall have been so published, to adjourn the sale so advertised, from time to time, in the discretion of the trustees, giving reasonable notice or notices of such adjournment or adjournments, and, after so adjourning, to make the sale at the time to which it may be finally adjourned. And it shall be lawful for the said trustees, and they are expressly authorized and empowered upon making any such auction sale of such part of such mortgaged premises as above authorized, to make and deliver to the purchaser or purchasers thereof at such sale, upon his or their paying the purchase-money therefor, a good and sufficient deed or deeds of conveyance in the law of the same, which auction sale and the deed or deeds thereupon made as above authorized, it is hereby granted, declared and agreed, shall be good and valid in the law, and shall operate to vest in the grantee or grantees in such conveyances such part of such mortgaged premises so sold in fee-simple and absolutely; and

such deed or deeds shall operate to foreclose all equity of redemption of the said party of the first part and its successors or assigns, and shall be a perpetual bar both at law and equity, against the said party of the first part, its successors and assigns, and against any and all persons or corporations claiming, or to claim, such part of such mortgaged premises so sold and conveyed, or any thereof, by, from, through, or under the said party of the first part, or its successors or assigns.

And it is further provided, declared and agreed, that, from the proceeds of such sale made as aforesaid, the said trustees shall be entitled, in the first place, to deduct and retain or pay for all proper charges or expenses of, or incident to, such advertisement, foreclosure, and sale, and conveyance, including attorney's and counsel's fees, and any and all unreimbursed advances, expenses, charges, and liabilities which may have been properly made or incurred by such trustees in taking possession of such part of said mortgaged
308 premises, or managing the same while in their possession, or in arranging for and completing the sale aforesaid; and also all unreimbursed payments which may have been made by the said trustees for taxes or assessments, and for charges or liens prior to the lien of this indenture, if any such there shall be, as well as the just and reasonable compensation for the services of such trustees in the premises, and the said trustees shall apply the residue of the proceeds of such sale, after the deductions and payments above authorized to be first made thereout, to the payment of the principal of the said land-grant income bonds by this mortgage secured, or intended so to be, or of such of said bonds as may at that time remain outstanding and unpaid; and likewise to the payment of the interest which, according to the provisions, stipulations and conditions of said bonds, shall have accrued up to that time upon the principal of the said bonds hereby secured, and which shall remain unpaid and properly payable, with any interest accrued on such interest after default, without discrimination or preference as between principal and interest, but ratably according to the aggregate amount of such unpaid principal and accrued and unpaid interest, which payments shall be made to the bondholders, without any discrimination or preference between them on account of the time of the actual issuing of the bonds, or the time of maturing of the interest thereon.

And it is further declared and agreed, that the receipt of the trustees who shall make the sale hereinbefore authorized, shall be a sufficient discharge to the purchaser or purchasers at such sale for his or their purchase-money, and that such purchaser or purchasers, his or their heirs or assigns, or personal representatives, shall not, after paying such purchase-money and receiving such trustees' receipt therefor, be obliged to see to the application of such purchase-money upon or for the trusts or purposes of these presents, or be in anywise answerable for any loss, misapplication, or non-application of such purchase-money by the trustees.

309 And it is hereby further provided, declared and agreed, that the trustees under this indenture, or their successors,

upon payment to them of their reasonable claims of charges for services rendered in the trust up to that time, may at any time be removed from the trust by instrument in writing, or concurrent instruments in writing, under the hands and seals of the holders of a majority in interest of the then outstanding bonds secured hereby, or their attorneys-in-fact thereunto authorized.

And it is hereby further provided, declared and agreed, that any vacancy in the office of trustee hereunder may be permanently filled by the appointment of a new trustee or new trustees, by an instrument or concurrent instruments in writing, executed under the hands and seals of the holders of a majority in interest of the then outstanding bonds secured hereby, or their attorneys-in-fact thereunto authorized, but that the board of directors of the party of the first part or its successors may make a temporary appointment to fill such vacancy until a permanent appointment shall be made in the manner above prescribed.

And it is hereby covenanted and agreed, that any new trustee or new trustees, appointed as aforesaid, whether by a permanent or temporary appointment, shall immediately upon his, its or their appointment, and without any further act, deed or conveyance, become and be vested with all of the estate, trust, rights, powers and duties of the trustee or trustees in whose place he, it or they shall have been appointed; but, nevertheless, the respective parties hereto, and their respective successors and assigns shall and will, upon request, make, execute and deliver all such releases, conveyances and assurances as shall be appropriate to vest in and confirm and assure to such new trustee or new trustees such estate, trust, rights, powers and duties, according to the intent above expressed.

310 And it is hereby further provided, declared and agreed, that the trustees hereunder shall at once execute a good and sufficient bond, with sufficient surety, in the penalty of $50,000, to secure the faithful performance of the trusts herein assumed, payable to the party of the first part for the benefit of itself and the holders of the bonds herein secured; and shall be entitled to receive reasonable compensation for all services performed, and the repayment of all necessary or proper disbursements made, by them in and about the execution of the trusts hereby created, which compensation, if there shall have been an entry by the trustees themselves, or through a receiver or receivers, upon the mortgaged premises, or a sale made of such premises in enforcement of this mortgage, shall be payable out of such mortgaged premises and the proceeds thereof.

The trustees shall not be required to take any steps in the execution of this trust which may subject them to liability or expense unless the holders of the bonds secured hereby, or some of them, shall, from time to time, as required by the trustees, give sufficient security to indemnify them against such liability or expense. The said trustees shall be at liberty to appoint counsel learned in the law in all suitable cases, and the trustees shall not be liable for any default or neglect of any cotrustee, or of any agent by them appointed, when such agent shall have been selected with reasonable discretion, and shall only be required to exercise good faith and

ordinary diligence in the performance of their duties under this indenture. It is further agreed that the trustees may at any time resign and discharge themselves from their trust upon giving to the party of the first part, or its successors, ninety days' notice of their purpose so to do, unless a shorter notice may be accepted by the party of the first part or its successors therefor.

And the said party of the first part, for the considerations aforesaid, doth hereby covenant and agree to and with the said parties of the second part and their successors, as trustees, and likewise to and with the holders from time to time of the several
311 bonds issued under and secured by this indenture, that the said party of the first part, its successors and assigns, shall and will from time to time, and at all times hereafter, upon reasonable request, make, do, execute, acknowledge, and deliver all such further acts, deeds, conveyances and assurances in the law, for the better and more effectually assuring, conveying and confirming unto the said trustees and their successors in the trust hereby created, upon the trusts and for the uses and purposes herein expressed or intended, all and singular the premises hereby mortgaged or conveyed in trust, or agreed or purporting or intended so to be, as by such trustees or bondholders, under the advice of counsel, shall be reasonably advised, devised or required.

And the said parties of the second part do hereby accept the trusts hereby created, upon the terms and conditions hereinbefore expressed.

In witness whereof the said party of the first part hath hereto affixed its corporate seal, and caused the same to be attested by its president and secretary; and the said parties of the second part respectively have hereunto set their hands and seals the day and year first above written.

LOUISVILLE, NEW ORLEANS AND TEXAS RAILWAY COMPANY,
By R. T. WILSON, *President.*

[Corporate Seal.]

Attest: C. H. BOSHER, *Sec'ty.*

E. H. PARDEE. [SEAL.]
ALBERT CROLIUS. [SEAL.]

312 STATE OF NEW YORK, }
City and County of New York, } *ss.:*

Be it remembered that on this twenty-seventh day of August, in the year of our Lord one thousand eight hundred and eighty-six, before me, William Shillaber, a duly appointed notary public, in and for the city and county of New York, State of New York, and commissioner of the State of Mississippi in and for the State of New York, residing in said city and county of New York, personally appeared the within-named Richard T. Wilson, president of the Louisville, New Orleans and Texas Railway Company, and Charles H. Bosher, secretary of the same company, to me respectively person-

ally known, and known to me to be such officers of the said company who acknowledged that in pursuance of authority in them vested by the board of directors of said company, and as such president and secretary they signed and delivered the foregoing instrument, and affixed thereto the corporate seal of said company, on the day and year therein mentioned.

In witness whereof, I have hereunto set my hand and affixed my official seal, this 27th day of August, one thousand eight hundred and eighty-six.

[Notarial Seal.]

WILLIAM SHILLABER,
Notary Public, City and County of New York,
Commissioner of the State of Mississippi.

[Commissioner's Seal.]

313 STATE OF NEW YORK, *City and County of New York,* } ss:

Be it remembered that on this twenty-seventh day of August, in the year of our Lord one thousand eight hundred and eighty-six, before me, William Shillaber, a duly appointed notary public in and for the city and county of New York, and State of New York, and commissioner for the State of Mississippi in and for the State of New York, residing in said city and county of New York, personally appeared the within-named Edward H. Pardee and Albert Crolius, to me respectively personally known, and known to me to be two of the persons who executed the foregoing instrument, and acknowledged to me that they signed and delivered the foregoing instrument, and affixed thereto the corporate seal of said company, on the day and year therein mentioned, for the purposes therein expressed.

In witness whereof, I have hereunto set my hand and affixed my official seal, this 27th day of August, one thousand eight hundred and eighty-six.

[Notarial Seal.]

WILLIAM SHILLABER,
Notary Public, City and County of New York,
Commissioner of the State of Mississippi.

[Commissioner's Seal.]

314 *Mortgage, November* 27, 1886.

STATE OF NEW YORK, *County of New York, City of New York,* } ss:

Be it known, that on this twenty-seventh day of November, in the year of our Lord one thousand eight hundred and eighty-six, and of the Independence of the United States of America the one hundred and eleventh, before me, William Shillaber, a commissioner of the State of Louisiana for the State of New York, duly commissioned and qualified, and residing in the city of New York, and

in the presence of the witnesses hereinafter named and undersigned, personally came and appeared:

Richard Thornton Wilson, of the State, county and city of New York, the duly elected and qualified president of the Louisville, New Orleans and Texas Railway Company, a corporation created, organized and existing under the laws of the States of Tennessee, Mississippi and Louisiana, domiciled at the city of Memphis, in the State of Tennessee, and whose domicile in the State of Louisiana, in so far as the laws of said State require that it should have a domicile in the same, is in the parish of Orleans; said Wilson acting in his said capacity of president, and for and on behalf of said corporation, pursuant to the authority in him vested by the stockholders thereof at their meeting held at the office of said company in said city of Memphis, on the 19th day of August, 1886, a duly certified copy of the resolutions adopted in the premises by said stockholders being hereto annexed for reference and made part hereof, and also pursuant to the authority in him vested by the board of direct-
315 ors thereof at their meeting held at the office of said company on the 24th day of August, 1886, a duly certified copy of the resolutions adopted in the premises by said board of directors being also hereto annexed for reference and made part hereof.

Which said Richard Thornton Wilson declared in his said capacity of president, and for and on behalf of said Louisville, New Orleans and Texas Railway Company, and in pursuance of the provisions of said resolutions aforesaid, that,

Whereas, an indenture or deed of mortgage and trust was made on or about the twenty-sixth day of August, 1886, by and between the Louisville, New Orleans and Texas Railway Company aforesaid, and the Union Trust Company of New York, a corporation created, organized and existing under the laws of the State of New York, whereby said railway company did mortgage and convey in trust unto said trust company, its successors and assigns:

All the railways and railway lines of the said Louisville, New Orleans and Texas Railway Company, and its successors, whether constructed or to be constructed or acquired, until the length of such railways shall amount, in the aggregate, to eight hundred miles, and all their appurtenances, including therein all lands and rights of way, superstructure, rails, tracks, side tracks, or sidings, bridges, buildings, fences, depots, station-houses, shops, warehouses, car-houses, engine-houses, machine shops, repair shops, buildings erections and structures necessary to the operation of said railways or said railway lines, and all and singular the rolling stock, equipment and machinery, appertaining thereto, whether now owned or hereafter to be acquired; and also, all the rents, issues, tolls, incomes, earnings and profits of such railways and railway lines; and also, all the rights, privileges, immunities and franchises relating or pertaining to such railways or railway lines which the said Louisville, New Orleans and Texas Railway Company now possesses, owns, or is entitled unto, or it or its successors may hereafter become possessed of or entitled unto; and also, all the estate,
316 right, title, interest, property, possession, claim and demand whatsoever, as well in law as in equity, of the said railway

company, and its successors, of, in and to the premises, and every part and parcel thereof with the appurtenances;

And whereas, said mortgage and deed of trust was made for the purpose of securing the payment of nine thousand bonds, each for a like and equal sum of one thousand dollars, all of which will appear from said mortgage and deed of trust which has been duly recorded in the mortgage books and registered in the conveyance books of the parish of Orleans in the State of Louisiana, on the 25th day of November, 1886;

And whereas, it has been and is deemed and determined to be desirable for the better protection and security of said bonds issued as aforesaid, and under due and legal authority, that a mortgage should be executed to secure the same in the manner and form customary under the laws of the State of Louisiana:

Now, therefore, said Richard Thornton Wilson declared in his said capacity of president, and for and on behalf of said Louisville, New Orleans and Texas Railway Company, and its successors, that, in pursuance of the provisions of said resolutions hereto annexed, said railway company and its successors are about to issue nine thousand bonds, each for the sum of one thousand dollars, to be numbered from 1 to 9,000, both inclusive, with the seal of the railway company affixed to each by its secretary, and signed for and on behalf of said company by its president, and dated September 1st, 1886, and payable on the first day of September, 1934, with interest thereon in the meantime as expressed in said bonds, a copy of which is hereinafter set forth, such payments of principal and interest to be made at the agency of said company in the city of New York, as stated in said bonds; and said bonds being of the general form and tenor following, viz:

317 UNITED STATES OF AMERICA.

Louisville, New Orleans and Texas Railway Company.

No. —. *Second-mortgage Bond.* $1,000.

The Louisville, New Orleans and Texas Railway Company, for value received, promises to pay, at its agency in the city of New York, to the bearer hereof, or, if registered, to the registered owner hereof, one thousand dollars, on the first day of September, one thousand nine hundred and thirty-four, and also in the meantime, on the first day of March and September in each year after the year 1888, to pay at such agency, on presentation of this bond for endorsement of such payment thereon, such interest on such principal sum, not exceeding five per centum per annum, payable semi-annually, from the 1st day of September, 1888, and interest on interest in arrears, as the net earnings of said railway company shall suffice to pay on the entire issue of which this bond is one, after making such deductions from the said net earnings as are provided for in the mortgage or deed of trust securing the same hereinafter referred to.

This bond is one of a series of second-mortgage bonds of like

tenor and amount numbered consecutively from 1 upward, which are secured by a mortgage or deed of trust made by the said railway company to the Union Trust Company of New York, as trustee, dated August 26, 1886, and are subordinate in lien to the first-mortgage four per cent. gold bonds of said railway company or its successors, issued or to be issued under an indenture of mortgage or deed of trust, dated August 25, 1886. Each successive holder of this bond accepts the same subject to the terms, conditions and limitations expressed in said mortgage or deed of trust securing the same, and waives all right of action hereon except in accordance therewith.

318 The interest on this bond shall be payable only out of the net earnings of the said railway company, after making the deductions therefrom provided for in the said mortgage or deed of trust securing the same, and shall not be due at any time during the currency of this bond, until the amount payable in respect thereof shall have been determined and declared by the board of directors of said railway company.

But such interest shall be cumulative, and in case less than two and a half per centum be paid in any half year, the unpaid interest, with interest on such unpaid interest at the rate of five per centum per annum, shall be carried forward to the credit of this bond, for subsequent payment as such net earnings after such deductions shall suffice therefor, or at the maturity of the bond. All arrears of such interest, with the accrued interest thereon (so far as the same shall not have been previously paid), shall be paid with the principal of this bond, on the 1st day of September, 1934, and no dividend shall be paid upon the stock of the company or its income bonds until interest hereon, calculated at the rate of five per centum per annum from the 1st day of September, 1888, and payable semi-annually, together with the accrued interest on any arrears of such interest shall have been fully paid.

It is further provided that the railway company or its successors may, at its or their option, at any time after two years from the date hereof, pay and extinguish such whole issue of second-mortgage bonds upon giving thirty days' notice in such manner as is prescribed in such mortgage or deed of trust securing the same, of its election to pay off such bonds at a prescribed date and place, and in case the said company shall at such prescribed date and place pay or be ready to pay the face of said bonds with five per cent. premium thereon, and such interest as up to that date may have been earned and become due on said bonds according to the terms thereof, and may remain unpaid, the said bonds shall thereupon cease to bear interest.

319 This bond shall pass by delivery unless registered. After registration, certified hereon by the company's transfer agent, no transfer, except upon the company's books, shall be valid unless the last registration shall have been to bearer.

This bond shall not be valid or obligatory until the certificate authenticating the same and endorsed hereon shall have been signed by the trustee hereunder.

In witness whereof, the said railway company has caused its corporate seal to be hereto affixed and attested by its secretary, and these presents to be signed by its president, the first day of September, one thousand eight hundred and eighty-six.

That the amount of said bonds in the aggregate is nine million dollars.

That, in order to secure the full, faithful and punctual redemption and payment of each and all of the aforesaid bonds, to any future holder or holders thereof, and to each and every one of them, by said railway company and its successors, when the same shall become due and payable, respectively, said Richard Thornton Wilson moreover declared in his said capacity, and pursuant to the authority aforesaid, that he does, by these presents, in the name of the said Louisville, New Orleans and Texas Railway Company and of its successors, specially mortgage, affect and hypothecate unto and in favor of said Union Trust Company of New York, its successors and assigns, as well as in favor of any and all such person or persons, institution or institutions as may hereafter become the holder or holders, or owner or owners of the aforesaid bonds, or of either or any of them, or of any number thereof, the following-described property, viz:

All the railways and railway lines of the said Louisville, New Orleans and Texas Railway Company, and its successors, whether constructed or to be constructed or acquired, until the length
320 of such railways shall amount in the aggregate to eight hundred miles, and all their appurtenances, including therein all lands and rights of way, superstructure, rails, tracks, side tracks, or sidings, bridges, buildings, fences, depots, station-houses, shops, warehouses, car-houses, engine-houses, machine shops, repair shops, buildings, erections, and structures necessary to the operation of said railways or said railway lines, and all and singular the rolling stock, equipment and machinery appertaining thereto, whether now owned or hereafter to be acquired; and, also, all the rents, issues, tolls, incomes, earnings and profits of such railways and railway lines; and, also, all the rights, privileges, immunities, and franchises relating or pertaining to such railways or railway lines, which the said Louisville, New Orleans and Texas Railway Company now possesses, owns or is entitled unto, or it or its successors may hereafter become possessed of or entitled unto; and, also, all the estate, right, title, interest, property, possession, claim and demand whatsoever, as well in law as in equity, of the said railway company, and its successors, of, in and to the premises, and every part and parcel thereof, with the appurtenances; and the portion of said railways, lying in the State of Louisiana, and now built, is the railroad extending from the city of New Orleans, through the parishes of Orleans, Jefferson, St. Charles, St. John the Baptist, St. James, Ascension, Iberville, East Baton Rouge and East Feliciana, to the boundary line between the States of Mississippi and Louisiana, and being the same railroad lately belonging to and heretofore commonly known as the railroad of the New Orleans and Mississippi Valley Railroad Company.

Said Wilson, president as aforesaid, hereby mortgaging and

hypothecating said property as aforesaid, and moreover promising for and binding said Louisville, New Orleans and Texas Railway Company and its successors and assigns, not to alienate, deteriorate or encumber, or in anywise affect, the hereinbefore-described and herein mortgaged and hypothecated railways and their appurtenances, as hereinabove described, or any part or parcel thereof, to the prejudice of this act and of these presents, save, except,
321 and in so far as, and in the manner, set forth in said deed of mortgage and trust aforesaid.

This mortgage is executed, and said bonds are to be issued, subject to all the terms, conditions and limitations of said deed of mortgage and trust aforesaid, the sole and true intent and meaning of this instrument being to ratify and give greater validity to said deed of trust, as a mortgage, by clothing the same with the forms customary in the State of Louisiana in executing mortgages on property.

And now, personally came and appeared the Union Trust Company of New York, through James H. Ogilvie, its second vice-president, hereto duly authorized by resolution of the executive committee of the board of trustees of said company, of which a duly certified copy is hereto annexed and made part hereof, and the said Ogilvie, after having read the above and foregoing act of mortgage, declared that he does by these presents accept the same, as well for and on behalf of said company, as for all and every other person or persons who may hereafter become the purchaser or purchasers, assignee or assignees, or holder or holders of the said bonds, or any number thereof, or any of them, together with all rights, benefits and privileges thereunto accruing or in anywise appertaining under and by virtue thereof.

Thus done and passed at my office in the city of New York, State of New York aforesaid, in the presence of Herbert D. Lacey and Edward S. Tournier, competent witnesses, both of the said city, who hereunto sign their names with the said appearers and me, the said commissioner, on the day and date aforesaid.

R. T. WILSON.
JAS. H. OGILVIE.

H. D. LACEY.
E. S. TOURNIER.

[Seal of Louisiana Commissioner.]

WILLIAM SHILLABER,
A Commissioner for Louisiana in New York.

322 At a meeting of the stockholders of the Louisville, New Orleans and Texas Railway Company, held at the city of Memphis, in the State of Tennessee, on the 19th day of August, 1886, at which the holders of 37,773 out of a total of 44,550 shares of the capital stock of said company were present in person or by proxy, the following resolution was unanimously adopted:

Resolved, That Richard Thornton Wilson, the president of this company, be and he is hereby authorized and empowered, on behalf of this company, to do any and all acts, and execute any and all

instruments, which, in the opinion of counsel, may be necessary or expedient for the purpose of assuring and confirming under and in accordance with the laws of the State of Louisiana, the mortgage of this company to the Union Trust Company of New York, securing the second-mortgage bonds of this company, or its successors, of the property in said mortgage described, upon the terms and conditions therein expressed, as security for second-mortgage bonds to an amount not exceeding $9,000,000, to be issued from time to time under the limitations in said mortgage prescribed.

In witness whereof, I have hereunto set my hand as secretary, and affixed the corporate seal of said railway company, this 27th day of November, 1886.

[CORPORATE SEAL.] C. H. BOSHER, *Sec'y.*

323 At a meeting of the board of directors of the Louisville, New Orleans and Texas Railway Company, held at the company's office, on the 24th day of August, 1886, at which a quorum was present, the following resolution was unanimously adopted:

Resolved, That Richard Thornton Wilson, president of this company, be and he is hereby authorized and directed, on behalf of this company, to do any and all acts, and execute any and all instruments, which, in the opinion of counsel, may be necessary or expedient for the purpose of assuring and confirming under and in accordance with the laws of the State of Louisiana, the second mortgage of this company to the Union Trust Company of New York of the property in said second mortgage described, upon the terms and conditions therein expressed, as security for second-mortgage bonds to an amount not exceeding at their par or face value, the sum of $9,000,000, to be issued from time to time under the limitations in said mortgage prescribed.

In witness whereof, I have hereunto set my hand as secretary, and affixed the corporate seal of said railway company, this 27th day of November, 1886.

[CORPORATE SEAL.] C. H. BOSHER, *Sec'y.*

324 At a meeting of the executive committee of the board of trustees of the Union Trust Company of New York, held at the company's office, on the 24th day of November, 1886, at which a quorum was present, the following resolution was duly adopted:

Resolved, That the second vice-president of this company be and he is hereby authorized to accept an act of mortgage from the Louisville, New Orleans and Texas Railway Company confirmatory of the mortgage from said railway company to this company, dated August 26, 1886, and as security for the proposed issue of bonds, amounting in the aggregate to $9,000,000, mentioned therein, and that he be and is hereby authorized to accept the same as well for and on behalf of this company as for all and every other person or persons who may hereafter become the purchaser or purchasers, assignee or assignees, or holder or holders of the said bonds, or any number thereof, or any of them, together with all rights, benefits and privileges thereunto accruing, or in anywise appertaining,

under and by virtue thereof, and that he be and is hereby authorized to sign his name and attach the corporate seal of this company to any requisite or suitable instruments to be executed in connection with the acceptance of such act of mortgage.

In witness whereof, I have hereunto set my hand as secretary, and affixed the corporate seal of said company, this 27th day of November, 1886.

[Trust Co. Seal.]

A. O. RONALDSON, *Sec'ty.*

325 *Mortgage of April 14th, 1893.*

This indenture, made the fourteenth day of April, A. D. 1893, by and between the Yazoo and Mississippi Valley Railroad Company, a corporation created, organized, and existing under the laws of the States of Mississippi, Tennessee, and Louisiana, party of the first part, and the United States Trust Company of New York, a corporation created, organized, and existing under the laws of the State of New York, party of the second part, witnesseth:

Whereas, heretofore, to wit, on the first day of September, A. D. 1892, the Illinois Central Railroad Company, a corporation created, organized, and existing under the laws of the State of Illinois, entered into a certain indenture or agreement with the party of the second part hereto, by which the said Illinois Central Railroad Company assigned, transferred, and set over to the said party of the second part certain securities of the Louisville, New Orleans and Texas Railway Company (a corporation created and organized under the laws of the States of Tennessee, Mississippi, and Louisiana) representing a par value of over $34,000,000, for the purpose of securing the payment of certain bonds of the said Illinois Central Railroad Company to the amount of twenty-five millions of dollars ($25,000,000), that is to say, twenty-eight thousand bonds to be numbered consecutively from one to twenty-eight thousand, both inclusive, twenty-two thousand thereof for the sum of one thousand dollars each and six thousand for five hundred dollars each, to be issued and used from time to time as might be required for the payment of indebtedness contracted in acquiring the securities of the said Louisville, New Orleans and Texas Railway Company assigned,

326 transferred, and set over in and by the said indenture to the party of the second part, and for such other objects and purposes as were specified in the said indenture, all of the said bonds thereby secured to bear date as of the first day of September, A. D. 1892, and to be made payable in the city of New York on the first day of November, A. D. 1953, in gold coin of the United States of America of the present standard of weight and fineness, and to bear interest from November 1, 1892, at the rate of four per cent. per annum, payable in like gold coin on the first days of May and November in each year, the said bonds to be in the general form and to contain the provisions following, that is to say:

Total issue, $25,000,000.

UNITED STATES OF AMERICA, *State of Illinois.*

Illinois Central Railroad Company.

No. —. $1,000 (or $500).

Four Per Cent. Gold Bond of 1953.

Payable, principal and interest, in gold.

The Illinois Central Railroad Company hereby acknowledges its indebtedness in the sum of one thousand dollars (or five hundred dollars), which it promises to pay, in the city of New York, to the holder of this bond, on November 1, A. D. 1953, in gold coin of the United States of America, of the present standard of weight and fineness. And the said company also and hereby promises to pay interest on the said sum from November 1, 1892, in like gold coin, at the rate of 4 per cent. per annum, on the first days of May and November in each year, upon the surrender of the coupons
327 hereto attached (authenticated by the engraved signature of its treasurer) as they respectively become payable and until such principal sum of one thousand dollars (or five hundred dollars) shall be paid.

The holder hereof may have the ownership of this bond registered on the books of the said railroad company, such registry being noted on the bond, after which no transfer shall be valid unless made on the said books by the registered holder in person, or by his attorney duly authorized, and noted on the bond, but the same may be discharged from registry by being in like manner transferred to bearer, after which it shall be transferable by delivery. Or the holder hereof may, at any time, surrender to the said railroad company all the coupons hereto annexed not then due, for cancellation and have this bond entered on the company's books as a registered bond. The surrender and cancellation of the coupons shall be noted on the back hereof, after which this bond shall finally cease to be transferable by delivery and become a registered bond, transferable only on the books of the company, and in that case the interest thereon semi-annually, and the principal thereof when due, shall be payable only to the registered holder hereof, or his legal representatives or assigns.

This is one of a series of bonds authorized to be issued to the total amount of twenty-five million dollars, all of the same date and payable at the same time, certain of which bonds are for $1,000 each, and certain others for $500 each; which bonds are described in a certain deed of trust between the Illinois Central Railroad Company and the United States Trust Company of New York, bearing date, September 1, A. D. 1892, all of which bonds are equally secured as therein provided by the deposit and pledge of certain securities of the Louisville, New Orleans and Texas Railway Company representing a par value of more than thirty-four million dollars.

In witness whereof, the said Illinois Central Railroad Company

has, by a resolution of its board of directors, passed July 21,
328 A. D. 1892, caused its common seal and the signatures of its president or vice-president and secretary to be hereto affixed the first day of September, 1892.

—— ——, *President.*

—— ——, *Secretary.*

With coupons attached thereto for the installments of interest to become due upon such bonds in the following form:

(*Coupon.*)

The Illinois Central Railroad Company will pay bearer twenty dollars (or ten dollars) in gold coin, in New York, on May 1 (or November 1)—being six months' interest on its four per cent. gold bond of 1953, No. —.

—— ——, *Treasurer.*

And each of them to be further authenticated by the following form of certificate to be placed thereon, signed by the president or one of the vice-presidents of the said party of the second part, to wit:

(*Trustee's Certificate.*)

The within is one of a series of twenty-eight thousand bonds, of which 22,000 bonds are for $1,000 each, and 6,000 bonds for $500 each, mentioned in the deed of trust dated September 1, A. D. 1892, between the Illinois Central Railroad Company and the United States Trust Company of New York, and secured by the deposit of securities as therein provided.

UNITED STATES TRUST COMPANY
OF NEW YORK.

—— ——, *President.*

329 And whereas, it was provided in the said indenture that the bonds issued and authenticated thereunder, or their proceeds, might be used by the said Illinois Central Railroad Company, in its discretion, for any of the following purposes, and no other, that is to say: (1) For the acquisition or payment for stock of the said Louisville, New Orleans and Texas Railway Company and bonds of said company of the several issues or classes described in the first article of the said indenture, including as well the stock and bonds theretofore purchased and deposited thereunder as stock and bonds that might be thereafter purchased; (2) for the payment of obligations or indebtedness of the said Louisville, New Orleans and Texas Railway Company; (3) for protecting, repairing, completing, improving or extending the railroad and branches then owned by the said Louisville, New Orleans and Texas Railway Company, and providing elevators and docks for use in connection therewith, and such works and structures, rolling stock and other equipment as would enable the said railroad and branches to be operated to the best advantage, or in the payment of debts and liabilities incurred for such improvements.

And whereas, it was further provided in the said indenture, and made an express condition thereof, that if the said Louisville, New Orleans and Texas Railway Company, its successors or assigns, should thereafter secure the twenty-eight thousand four per cent. gold bonds issued or proposed to be issued by the Illinois Central Railroad Company thereunder, and intended to be secured thereby by a mortgage or deed of trust covering all the railways and railway lines then belonging to that company, and their appurtenances, and also all the lands of that company which should then remain unsold, situated in the counties of De Soto, Tunica, Quitman, Coahoma, Bolivar, Washington, Issaquena, Sharkey, Warren and Tate, in the State of Mississippi, which should be subject only to the outstanding mortgages theretofore made and executed by that
330 company, other than the land-grant income mortgage to Edward H. Pardee and Albert Crolius, trustees, dated August 27, 1886, then all the stock of the said Louisville, New Orleans and Texas Railway Company deposited under the trust created by the said indenture, should be released and surrendered to the said Illinois Central Railroad Company free and discharged from all the liens and obligations of said indenture, it being expressly understood and agreed that suitable provisions might be inserted in such new mortgage permitting the said Louisville, New Orleans and Texas Railway Company, its successors or assigns, to sell and dispose of the mortgaged lands above referred to, and to give title thereto free and discharged from the lien of the said mortgage, similar to the provisions in that behalf contained in the supplementary mortgage or deed of trust made by the said Louisville, New Orleans and Texas Railway Company, under date of August 25, 1885, to Edward H. Pardee and Albert Crolius, trustees. And after the execution and delivery of such new mortgage, and when all the bonds issued under and secured by the several mortgages theretofore made by the said Louisville, New Orleans and Texas Railway Company should have been deposited with the party of the second part (the said United States Trust Company of New York), said party of the second part might, if requested so to do by the said Illinois Central Railroad Company, and if said party of the second part should deem it desirable so to do, but not otherwise, cause all such bonds to be cancelled and the mortgages securing the same to be discharged of record, to the end that the said new mortgage might become and be a first-mortgage lien upon the property therein described, subject, however, to the provisions to be therein inserted permitting sales of the said mortgaged lands as therein above contemplated and provided.

And whereas, by articles of consolidation made the twenty-
331 fourth day of October A. D. 1892, the said Louisville, New Orleans and Texas Railway Company became consolidated with the Yazoo and Mississippi Valley Railroad Company, a corporation of the State of Mississippi, and the stock, property and franchises of said two corporations were thereby united or merged in one single corporation under the corporate name of the Yazoo and Mississippi Valley Railroad Company, the party of the first part

hereto; by virtue whereof the said party of the first part has succeeded to all and singular the rights powers, privileges, immunities and franchises, and all the railroads, real and personal estate, easements, fixtures, equipments, choses in action and property and assets of every description theretofore vested in or belonging to the said Louisville, New Orleans and Texas Railway Company.

And whereas, the party of the first part is in need of necessary funds for the payment of obligations or indebtedness of the said Louisville, New Orleans and Texas Railway Company, contracted before the said consolidation was effected, and for protecting, repairing, completing, improving and extending the railroad and branches owned by that company at the date of the aforesaid indenture of September 1, 1892, and providing elevators and docks for use in connection therewith, and desires to obtain advances and accommodations from the Illinois Central Railroad Company out of the proceeds of the said twenty-eight thousand bonds hereinbefore mentioned, to be applied to the aforesaid purposes, and also desires to co-operate with the said Illinois Central Railroad Company in procuring the cancellation of all the bonds issued under and secured by the several mortgages heretofore made by the said Louisville, New Orleans and Texas Railway Company, and the release and discharge of the said mortgages as contemplated in the said indenture of September 1, 1892.

Now, therefore, the said party of the first part, in considera-
332 tion of the premises, and for the purpose of securing the due payment of the principal and interest of the said twenty-eight thousand four per cent. gold bonds issued or to be issued by the Illinois Central Railroad Company as contemplated and provided in the before-mentioned indenture of September 1, 1892, as the same shall become payable, according to the tenor and effect of the said bonds and the interest coupons thereto annexed, all of which bonds are to be deemed equally secured by these presents, without regard to the time or times when the said bonds shall have been actually issued, and without any discrimination or preference of one over another, and in further consideration of one dollar to the party of the first part in hand paid at and before the ensealing and delivery of these presents, the receipt whereof is hereby acknowledged, hath granted, bargained, sold, conveyed and confirmed, and by these presents doth grant, bargain, sell, convey and confirm unto the said party of the second part, its successors and assigns, forever, all the railways and railway lines and branches of the party of the first part in the States of Tennessee, Mississippi and Louisiana, or wherever the same may be situated, which heretofore, to wit, on the first day of September, A. D. 1892, belonged to or were in the ownership and possession of the aforesaid corporation then known as the Louisville, New Orleans and Texas Railway Company, and all their appurtenances, including therein all lands and rights of way, superstructure, rails, tracks, side tracks or sidings, bridges, fences, depots, station-houses, shops, warehouses, car-houses, engine-houses, machine shops, repair shops, buildings, erections and structures, held or acquired for use in connection with the said

railways, railway lines and branches, or the business or operation thereof; also all such extensions of said railways, railway lines and branches as may be hereafter constructed or acquired by the party of the first part by or through the use or application of the proceeds of the bonds intended to be secured hereby, or any part of the same, together with all and singular
333 the tenements, hereditaments and appurtenances thereunto belonging, or in anywise appertaining, and all elevators and docks that may be hereafter provided, constructed or acquired, for use in connection with the railways, railway lines and branches aforesaid, or any extension thereof, through the application of the proceeds of such bonds or any of them; also all betterments and improvements of the said railways, railway lines and branches, including everything done for protecting, repairing, completing or improving the same, which shall be hereafter made or provided for out of the proceeds of the said bonds or any of them, or out of any moneys applicable to such purposes, which may be received by the said Illinois Central Railroad Company, its successors or assigns, from the trustees or their successors in trust under the two mortgage or deeds of trust, again hereinafter referred to, made by the said Louisville, New Orleans and Texas Railway Company to Edward H. Pardee and Albert Crolius, trustees, under date respectively of September 18, 1884, and August 25, 1885, for or as the price of any of the income bonds secured by said two mortgages or deeds of trust, which may be offered to the said trustees or their successors, and accepted by them for redemption and cancellation; and also all the rents, issues, tolls, incomes and profits of the railways, railway lines and branches aforesaid, and all the corporate rights, privileges, immunities and franchises, pertaining to the said railways, railway lines and branches, which the said party of the first part now possesses or is entitled to, or it or its successors may hereafter become possessed of or entitled unto; and also all the lands of the party of the first part situated in the counties of De Soto, Tunica, Quitman, Coahoma, Bolivar, Washington, Issaquena, Sharkey, Warren and Tate, in the State of Mississippi, which heretofore, to wit, on the first day of September, A. D. 1892, belonged to or were in the ownership and possession of the said Louisville, New Orleans and
334 Texas Railway Company, together with the rents, issues and profits thereof.

To have and to hold all and singular the above mentioned and described premises, property, rights, privileges, immunities and franchises, and every part and parcel thereof, with all the appurtenances in anywise thereunto belonging or appertaining, unto the said party of the second part and its successors and assigns forever, in trust, nevertheless, for the joint and equal benefit and security of all and every the persons or bodies corporate who or which shall be, or at any time become the holder or holders of any of the above mentioned twenty-eight thousand four per cent. gold bonds issued or to be issued by the said Illinois Central Railroad Company as contemplated and provided in the before-mentioned indenture of September 1, 1892, without preference to the holder of any of the said bonds over any

of the others, by reason of priority in the date or time of the issuing or negotiating of the same, but subject at all times to the reservations, terms and conditions hereinafter expressed, and also subject to the lien of the several mortgages or deeds of trust heretofore made and executed by the said Louisville, New Orleans and Texas Railway Company, and next hereinafter particularly referred to, that is to say: (1) A mortgage or deed of trust under date of September 18, 1884, to the Metropolitan Trust Company of the City of New York, trustee, securing an issue of bonds, all of which are deposited under collateral trust indenture, dated August 25, 1886, with the Union Trust Company as collateral security for the bonds issued under mortgages hereinafter mentioned, designated (5) and (7) respectively. (2) An act of mortgage passed January 27, 1885, before William Shillaber, a commissioner of the State of Louisiana for the State of New York, for the purpose of ratifying and confirming the mortgage or deed of trust last above referred to in the manner and form customary under the laws of the State of Louisiana. (3) A mortgage or deed of trust under
335 date of September 18, 1884, to Edward H. Pardee and Albert Crolius, trustees. (4) A mortgage or deed of trust under date of August 25, 1885, to Edward H. Pardee and Albert Crolius, trustees, supplemental to the mortgage or deed of trust last above referred to. (5) A mortgage or deed of trust under date of August 25, 1886, to the Union Trust Company of New York, trustee. (6) An act of mortgage passed November 8, 1886, before William Shillaber, a commissioner of the State of Louisiana for the State of New York, for the purpose of ratifying and confirming the mortgage or deed of trust last above referred to in the manner and form customary under the laws of the State of Louisiana. (7) A mortgage or deed of trust under date of August 26, 1886, to the Union Trust Company of New York, trustee. (8) An act of mortgage passed November 27, 1886, before William Shillaber, a commissioner of the State of Louisiana for the State of New York, for the purpose of ratifying and confirming the mortgage or deed of trust last above referred to in the manner and form customary under the laws of the State of Louisiana.

Provided, always, and these presents are upon the express condition, that if the said Illinois Central Railroad Company, its successors or assigns, or the said party of the first part, its successors or assigns, shall well and truly pay or cause to be paid to the holders of the said twenty-eight thousand four per cent. gold bonds issued or to be issued by the said Illinois Central Railroad Company as aforesaid, when and as the same shall become due and payable, the principal and interest of the said bonds, according to their tenor and effect, then these presents and the estate hereby granted shall cease, determine and be null and void.

And provided further, that the party of the first part or its successors, notwithstanding the execution of these presents, shall be permitted at any time and from time to time, by means of its land department or otherwise, to sell and dispose of the lands
336 mortgaged hereby situated in the counties of De Soto, Tunica, Quitman, Coahoma, Bolivar, Washington, Issaquena, Sharkey,

Warren and Tate, in the State of Mississippi, or any part thereof, which shall not be required for the use of the party of the first part, or its successors, in the construction or operation of its or their railroads and branches, upon such terms as may be satisfactory to it or them, provided that the purchase-money of such sales and the evidence of indebtedness given therefor by the purchaser, together with such security, if any, as may be taken therefor, shall be paid over, transferred or delivered to the trustees, or their successors in trust, under the supplemental mortgage or deed of trust hereinbefore referred to, made by the said Louisville, New Orleans and Texas Railway Company to Edward H. Pardee and Albert Crolius, trustees, under date of August 25, 1885, to be by them applied in accordance with the directions or provisions in the said mortgage or deed of trust contained; and in order that the party of the first part may be enabled to give title to the lands so sold free and discharged from this mortgage, it is an express provision and condition of this indenture that the trustee or trustees hereunder shall at all times, upon being furnished with satisfactory evidence that the above conditions have been complied with by the party of the first part, execute full releases of the lien hereof, either by endorsement on the deeds to such purchasers, or by separate deeds or releases, as may be required by it or them.

And it is hereby further provided and made an express condition of this indenture, that until default shall be made in the payment of the principal or interest of the bonds intended to be secured hereby, or some of them, or some part thereof, the said party of the first part, its successors and assigns, shall be permitted to possess and enjoy all and singular the premises hereby granted with their appurtenances, and the rights and franchises hereinbefore described, and to receive, take and use the tolls, incomes,
337 earnings and profits thereof. And the trustee or trustees hereunder shall have full power, in its or their discretion, upon written request of the party of the first part, its successors or assigns, to release from the lien of this mortgage any lands or other property of any description which in its or their judgment shall not be necessary for, or for use in connection with the railways, railway lines, and branches hereinbefore described, and to consent to such changes in the location of tracks, depots and other buildings as in its or their judgment may be expedient, and to make and deliver the releases and conveyances necessary to carry the same into effect; but any lands or other property which may be acquired for permament use in substitution for any so released shall thereupon become subject to the lien of this mortgage, and, upon request of the trustee or trustees hereunder, shall be conveyed to it or them by the party of the first part, its successors or assigns, upon the trusts of these presents.

But if default shall be made in the payment of the principal or interest moneys mentioned in the bonds hereby secured, or any or either of them, or any part thereof, according to the tenor and effect of said bonds; and if such default shall continue for the period of six months, then the party of the second part, or its successors in

this trust, are hereby authorized and empowered, at the request of the holders of one-third part of the said bonds then outstanding in respect of which such default shall have been made, to enter into and upon and take and hold possession of all and singular the premises, estates, franchises, rights, privileges and property hereby granted or conveyed, or intended to be, or all such parts thereof as shall then remain subject to the lien and operation of this indenture of mortgage, and in person, or by one or more agents, to operate the said railways and branches, to make from time to time all such repairs and replacements as it or they may deem judicious, and all such useful alterations, additions and improvements as the income coming into its or their hands shall be adequate to pay for,
338 and to take, collect and receive all fares, freights, tolls, earnings, issues, profits and income of said railways and branches, and apply the same to the proper expenses of holding, operating and managing the said railways and branches and other premises, and conducting the business thereof, to the payment of all taxes and assessments which shall be levied or assessed thereon, and all necessary and proper repairs, replacements, alterations, additions and improvements upon said property, and all expenses, costs, charges and counsel fees in the premises of said party of the second part, or its successors in trust, and a reasonable compensation for its or their services, and next to the payment of the interest and principal of the said bonds, according to the tenor and effect thereof, as the same may be or become due and payable; and in case the principal money secured by such bonds shall not have become due, the moneys applicable to the payment of interest shall be applied upon the interest remaining in default, in the order of its maturity, but in case the said principal moneys shall have become due, the moneys applicable to the payment of the principal and interest on such bonds shall be applied to such principal and interest *pro rata* without any preference or priority whatsoever.

And further, if default shall be made in the payment of the principal or interest moneys mentioned in the said bonds, or any or either of them, or any part thereof, and if such default shall continue for the period of six months, then, at the request of the holders of one-third part of the said bonds then outstanding, in respect of which such default shall have been made, the said party of the second part, or its successors in the said trust, may, and it and they are hereby authorized and empowered to cause the whole of the said premises, estates, franchises, rights, privileges and property hereby granted and conveyed, or intended so to be, which shall then remain subject to the lien and operation of this indenture of mortgage, with their appurtenances, and all benefit and equity of redemp-
339 tion of the said party of the first part and its successors and assigns therein or thereto, to be sold at public auction in the city of Memphis, in the State of Tennessee, giving at least three months' previous notice of the time and place of said sale, by publishing the same at least once in each week during such period of three months in one or more daily newspapers published in each of the cities of New York, in the State of New York, and Memphis,

in the State of Tennessee, and giving such other notice of such sale as may be required by law, if any other notice be so required. And it shall be lawful for the said party of the second part or its successors making such sale, as the attorney or attorneys of the party of the first part and its successors, by these presents duly constituted for that purpose, to make, execute and deliver to the purchaser or purchasers on such sale all such deeds and conveyances as shall be necessary or proper to convey and assure to, and vest in him or them, the said premises, estates, franchises, rights, privileges and property, and every part and parcel thereof, and of the estate, right, title and interest of said party of the first part and its successors and assigns therein or thereto; and such sale, and the deeds and conveyances so to be thereupon executed, shall be valid and effectual forever, and shall be a perpetual bar, both in law and equity, against the said party of the first part, its successors and assigns, and against all persons claiming or to claim by, from or under it or them, or any of them. And it is further hereby provided and agreed, that the receipt of the trustee or trustees who shall make the sale hereinbefore authorized shall be a sufficient discharge to the purchaser or purchasers at such sale for his or their purchase-money, and that such purchaser or purchasers, his or their heirs or assigns or personal representatives, shall not, after paying such purchase-money and receiving such receipt of such trustee or trustees therefor, be obliged to see to the application of such purchase-money upon or for the trusts or purposes of these presents, or be in anywise answerable for any loss, misapplication or non-application of such purchase-money by the trustee or trustees.

And it is hereby provided and agreed, that the said party of the second part, or its successors in the said trust, shall out of the proceeds of said sale, or of any sale which shall, under judicial proceedings or otherwise, be made of the said premises in enforcement of the security afforded by these presents, in the first place, pay and retain the costs and expenses attending such sale, and all counsel fees and other expenses incurred by it or them in reference to the same, and a reasonable compensation for its or their own services, and also any balance which may be due it or them on account of any disbursements or expenses paid or incurred in or about the care and management of the said premises subsequent to the taking possession thereof by it or them, including the reasonable compensation of any agent or agents who may be employed in or about such care or management, and shall apply the residue of the proceeds of such sale, or so much thereof as may be necessary, to the payment of the whole amount of principal and interest which shall then be owing and unpaid upon the bonds secured hereby, or any of them, whether the said principal, by the tenor of said bonds, be then due or yet to become due. And in case of a deficiency of such proceeds to pay in full the whole amount of principal and interest owing or unpaid upon the said bonds, they shall be paid ratably in proportion to the amounts owing and unpaid upon them respectively, and without discrimination as between principal and interest,

and without preference of the holder of any one bond over any of the others; and any surplus which may remain after the full payment of the principal and interest of all of the said bonds shall be paid over to the party of the first part, or its successors or assigns, upon lawful demand being made therefor.

And it is hereby further provided and agreed, that upon the
341 happening of such event or events as would, by virtue of the preceding provisions of this indenture, authorize the said party of the second part, or its successors in trust, to sell the premises, estates, franchises, rights, privileges and property aforesaid, or to take the requisite proceedings to that end, the said party of the second part, or its successors in the said trust, shall be entitled, in its or their discretion, instead of taking proceedings for and making sale of said premises, estates, franchises, rights, privileges, and property, under and by virtue of the power of sale hereinbefore contained, to proceed by bill in equity, or other appropriate proceedings, in any court or courts of competent jurisdiction, to enforce the rights, liens and securities of the trustee or trustees and the bondholders hereunder; and thereupon said trustee or trustees shall be entitled to have the said premises, estates, franchises, rights, privileges and property hereby granted or conveyed, or intended so to be, sold by judicial sale under the order or decree of said court or courts, for or towards the satisfaction of the principal and interest due or owing upon the then outstanding bonds entitled to the benefit of the security of this mortgage, and for the enforcement of the rights, liens and securities of the said trustee or trustees and the said bondholders; and in case of such judicial sale, the net proceeds thereof shall be applicable and distributable in like manner as hereinbefore provided in respect of the net proceeds of sale of such mortgaged premises, estates, franchises, rights, privileges and property under and in virtue of the power of sale hereinbefore contained; and all the stipulations and provisions in this indenture contained with reference to or consequent upon a sale of such mortgaged premises, estates, franchises, rights, privileges and property, when or if sold under said power of sale, shall be applicable and applied as far and as nearly as may be, in case of such judicial sale being made under the order or decree of the court.

And it is hereby further provided and agreed, that in case of such sale as is hereinbefore authorized being made by the party
342 of the second part, or its successors in said trust, or in case of any judicial sale being made of the said premises, estates, franchises, rights, privileges and property hereby mortgaged, or any part thereof, in enforcement of the mortgage lien hereby created, the purchaser or purchasers at such sale shall be entitled in making settlement for and payment of the purchase-money bidden at such sale, to turn in or use towards the payment of such purchase-money the bonds held by such purchaser or purchasers, to or towards the payment whereof the net proceeds of such sale shall be legally applicable, reckoning such bonds, or the amount so turned in or used of the same for such purpose at such sum as would be payable out of the net proceeds of such sale to such purchaser or purchasers,

as holder or holders of such bonds, for his or their just share or proportion of such net proceeds of sale, upon due apportionment of and concerning such net proceeds.

And the said party of the first part, for itself, its successors and assigns, doth hereby covenant and agree with the party of the second part, and its successors in the said trust and to and with the respective persons and corporations who or which shall at any time become holders of the said bonds hereby secured, or any of them, that the said party of the first part, its successors and assigns, shall and will, at any time and from time to time hereafter, upon request, make, do, execute and deliver all such further and other acts and other things as shall be reasonably advised, devised or required to effectuate the intention of these presents, and to assure and confirm to the said party of the second part, or its successors, all and singular the premises, estates, franchises, rights, privileges and property hereinbefore described, and hereby intended to be granted, and so as to render the same, and especially such portions thereof as shall be hereafter acquired by the said party of the first part, or its successors, available for the security and satisfaction of the said bonds, according to the intent and purpose herein expressed.

And it is hereby further provided and agreed that any
343 vacancy in the office of trustee hereunder may be permanently filled by the appointment of a new trustee or trustees, by an instrument or concurrent instruments in writing, executed under the hands and seals of the holders of a majority in interest of the then outstanding bonds secured hereby or their attorneys-in-fact thereunto authorized, but that the board of directors of the party of the first part or its successors may make a temporary appointment to fill a vacancy until a permanent appointment shall be made in the manner above prescribed. Any new trustee or trustees appointed as aforesaid, whether by a permanent or temporary appointment, shall immediately upon its, his or their appointment, and without any further act, deed or conveyance, become and be vested with all of the estates, trusts, rights, powers and duties of the trustee or trustees in whose place it, he or they shall have been appointed; but, nevertheless, the respective parties hereto, and their respective successors and assigns, shall and will, upon request, make, execute and deliver all such releases, conveyances and assurances as shall be appropriate to vest in and confirm and assure to such new trustee or new trustees such estates, trusts, rights, powers and duties according to the intent above expressed.

And the party of the second part does hereby accept the trust conferred upon it by these presents, but with the understanding, and it is hereby expressly provided and agreed, that it shall not be liable or accountable for the acts, defaults or neglect of any agent or agents who may in good faith and with reasonable discretion be appointed under and by virtue of or for the purposes of these presents to do any of the matters or things herein provided for, and that no liability or responsibility shall, under any circumstances, be borne by or attached to it than for the exercise of reasonable dili-

gence only in the performance of the said trusts when action on its part for that purpose shall become necessary.

344 In witness whereof, the parties hereto have caused their respective corporate seals to be hereunto affixed and attached by their respective secretaries, and these presents to be signed by their respective presidents the day and year first above written.

THE YAZOO AND MISSISSIPPI VALLEY RAILROAD COMPANY,
[SEAL.] By STUYVESANT FISH, *President.*

Attest: A. G. HACKSTAFF, *Secretary.*

Witness:
JNO. W. CARLIN.
E. T. H. GIBSON.

UNITED STATES TRUST COMPANY OF NEW YORK,
[SEAL.] By JOHN A. STEWART, *President.*

Attest: H. L. THORNELL, *Secretary.*

Witness:
S. C. WINSHIP.
E. L. KINSLEY.

345 STATE OF NEW YORK, }
City and County of New York, } ss:

Be it remembered that on this 24th day of May, in the year of our Lord one thousand eight hundred and ninety-three, before me, George H. Taylor, a duly appointed notary public in and for the city and county of New York, in the State of New York, and commissioner for the State of Tennessee, in and for the State of New York, residing in the said city and county of New York, personally appeared Stuyvesant Fish, president of the Yazoo and Mississippi Valley Railroad Company, and Alexander G. Hackstaff, secretary of the same company, to me personally known, and known to me to be such officers of the said company, and to be the same persons whose names are subscribed to the foregoing instrument as having executed the same on the part and behalf of the said company, and acknowledged that they signed, sealed and delivered the said instrument as the free and voluntary act and deed of said company for the uses and purposes therein set forth. And the said Stuyvesant Fish and Alexander G. Hackstaff, being by me duly sworn, did severally depose and say: That he, the said Stuyvesant Fish, is the president, and he, the said Alexander G. Hackstaff, is the secretary of the said company; that the seal affixed to the foregoing instrument, purporting to be the corporate seal of the said company, is such corporate seal; that it was affixed thereto by order of the board of directors of said company, and that they, the said Stuyvesant Fish and Alexander G. Hackstaff, signed their names thereto by the like order as the president and secretary of the said company respect-

ively. And on the same day, before me also personally appeared John A. Stewart, president, and H. L. Thornell, secretary, of the United States Trust Company of New York, respectively personally known to me, and known to me to be such officers of said company, and to be the same persons whose names are subscribed to
346 the foregoing instrument as having executed the same on the part and behalf of the last-named company, and acknowledged that they signed, sealed and delivered the said instrument as the free and voluntary act and deed of the last-named company for the uses and purposes therein set forth, and the said John A. Stewart and H. L. Thornell, being by me duly sworn, did severally depose and say: That they were the president and secretary respectively of the United States Trust Company of New York; that the seal affixed to the foregoing instrument, purporting to be the corporate seal of the said trust company, is such corporate seal; that it was affixed thereto in pursuance of authority in them vested by the board of trustees of said company, and that they signed their names thereto as such president and secretary in pursuance of like authority.

In witness whereof, I have hereunto set my hand and affixed my official seals this 24th day of May, in the year of our Lord one thousand eight hundred and ninety-three.

[SEAL.] GEORGE H. TAYLOR,
Notary Public and Commissioner for Tennessee in New York.

[SEAL.]

347 STATE OF NEW YORK, } *ss:*
City and County of New York, }

Be it remembered, that on this 24th day of May, in the year of our Lord one thousand eight hundred and ninety-three, before me, George H. Taylor, a duly appointed notary public in and for the city and county of New York, in the State of New York, and commissioner for the State of Mississippi in and for the State of New York, residing in the said city and county of New York, personally appeared Stuyvesant Fish, president of the Yazoo and Mississippi Valley Railroad Company, and Alexander G. Hackstaff, secretary of the same company, to me personally known, and known to me to be such officers of the said company, and to be the same persons whose names are subscribed to the foregoing instrument as having executed the same on the part and behalf of the said company, and acknowledged that they signed, sealed and delivered the said instrument as the free and voluntary act and deed of said company for the uses and purposes therein set forth. And the said Stuyvesant Fish and Alexander G. Hackstaff, being by me duly sworn, did severally depose and say: That he, the said Stuyvesant Fish, is the president, and he, the said Alexander G. Hackstaff, is the secretary of the said company; that the seal affixed to the foregoing instrument, purporting to be the corporate seal of the said company, is such corporate seal; that it was affixed thereto by order of the board of directors of said company, and that they, the said Stuyve-

sant Fish and Alexander G. Hackstaff, signed their names thereto by the like order as the president and secretary of the said company respectively. And on the same day, before me also personally appeared John A. Stewart, president, and H. L. Thornell, secretary, of the United States Trust Company of New York, respectively personally known to me, and known to me to be such officers of said company, and to be the same persons whose names are sub-
348 scribed to the foregoing instrument as having executed the same on the part and behalf of the last-named company, and acknowledged that they signed, sealed and delivered the said instrument as the free and voluntary act and deed of the last-named company for the uses and purposes therein set forth, and the said John A. Stewart and H. L. Thornell, being by me duly sworn, did severally depose and say: That they were the president and secretary respectively of the United States Trust Company of New York; that the seal affixed to the foregoing instrument, purporting to be the corporate seal of the said trust company, is such corporate seal; that it was affixed thereto in pursuance of authority in them vested by the board of trustees of said company, and that they signed their names thereto as such president and secretary in pursuance of like authority.

In witness whereof, I have hereunto set my hand and affixed my official seals this 24th day of May, in the year of our Lord one thousand eight hundred and ninety-three.

[SEAL.] GEORGE H. TAYLOR,
Notary Public and Commissioner for Mississippi
[SEAL.] *in New York.*

349 STATE OF NEW YORK, } ss:
City and County of New York, }

Be it remembered, that on this 24th day of May, in the year of our Lord one thousand eight hundred and ninety-three, before me, George H. Taylor, a duly appointed notary public in and for the city and county of New York, in the State of New York, and commissioner for the State of Louisiana in and for the State of New York, residing in the said city and county of New York, personally appeared Stuyvesant Fish, president of the Yazoo and Mississippi Valley Railroad Company, and Alexander G. Hackstaff, secretary of the same company, to me personally known, and known to me to be such officers of the said company, and to be the same persons whose names are subscribed to the foregoing instrument as having executed the same on the part and behalf of the said company, and acknowledged that they signed, sealed and delivered the said instrument as the free and voluntary act and deed of said company for the uses and purposes therein set forth. And the said Stuyvesant Fish and Alexander G. Hackstaff, being by me duly sworn, did severally depose and say: That he, the said Stuyvesant Fish, is the president, and he, the said Alexander G. Hackstaff, is the secretary of the said company; that the seal affixed to the foregoing instrument, purporting to be the corporate seal of the said company, is

such corporate seal; that it was affixed thereto by order of the board of directors of said company, and that they, the said Stuyvesant Fish and Alexander G. Hackstaff, signed their names thereto by the like order as the president and secretary of the said company respectively in the presence of John W. Carlin and E. T. H. Gibson, competent witnesses. And on the same day, before me also personally appeared John A. Stewart, president, and H. L. Thornell, secretary, of the United States Trust Company of New York, respectively personally known to me, and known to me to be such
350 officers of said company, and to be the same persons whose names are subscribed to the foregoing instrument as having executed the same on the part and behalf of the last-named company, and acknowledged that they signed, sealed and delivered the said instrument as the free and voluntary act and deed of the last-named company for the uses and purposes therein set forth, and the said John A. Stewart and H. L. Thornell, being by me duly sworn, did severally depose and say: That they were the president and secretary respectively of the United States Trust Company of New York; that the seal affixed to the foregoing instrument, purporting to be the corporate seal of the said trust company, is such corporate seal: that it was affixed thereto in pursuance of authority in them vested by the board of trustees of said company, and that they signed their names thereto as such president and secretary in pursuance of like authority in the presence of S. C. Winship and E. L. Kinsley, competent witnesses.

In witness whereof, I have hereunto set my hand and affixed my official seals and caused the said witnesses to hereunto set their hands this 24th day of May, in the year of our Lord one thousand eight hundred and ninety three.

[SEAL.] GEORGE H. TAYLOR,
Notary Public and Commissioner of Deeds for Louisiana in New York.
[SEAL.]

S. C. WINSHIP.
E. L. KINSLEY.
JNO. W CARLIN.
E. T. H. GIBSON.

351 *Mortgage of April 15, 1893.*

An indenture, made the fifteenth day of April, in the year of our Lord one thousand eight hundred and ninety-three, by and between the Yazoo and Mississippi Valley Railroad Company, a corporation created, organized and existing under the laws of the States of Mississippi, Tennessee and Louisiana, party of the first part, and the Union Trust Company, of New York, a corporation created, organized and existing under the laws of the State of New York, party of the second part, witnesseth: That

Whereas, heretofore, on the twenty-sixth day of August, one thousand eight hundred and eighty-six, the Louisville, New Orleans and Texas Railway Company, a corporation created, organ-

ized and existing under the laws of the States of Tennessee, Mississippi and Louisiana, and the party of the second part hereto, did enter into a certain indenture known as a second mortgage, and hereinafter called the original mortgage, by which the said Louisville, New Orleans and Texas Railway Company, for the purposes of securing the payment of certain of its second-mortgage bonds, did grant, bargain, sell, alien, remise, release, convey and confirm unto the said party of the second part and its successors and assigns forever, all the railways and railway lines of the said railway company and its successors, whether constructed or to be constructed or acquired, until the length of such railways should amount in the aggregate to eight hundred miles, and all their appurtenances, including therein all lands and rights of way, superstructure, rails, tracks, side tracks or sidings, bridges, buildings, fences, depots, station-houses, shops, warehouses, car-houses, engine-houses, machine shops, repair shops, buildings, erections and structures necessary to the operation of said railways or said railway line-, and all and singular the rolling stock, equipment and machinery appertaining thereto, whether then owned or thereafter to be acquired, and also
352 all the rents, issues, tolls, incomes, earnings and profits of such railways and railway lines; and also all the rights, privileges, immunities and franchises relating or pertaining to such railways or railway lines which the said railway company then possessed, owned or was entitled unto, or it or its successors might thereafter become possessed of or entitled unto; and also all the estate, right, title, interest, property, possession, claim and demand whatsoever, as well in law as in equity, of the said railway company and its successors, of, in and to the premises, and every part and parcel thereof, with the appurtenances; and

Whereas, by articles of consolidation made the twenty-fourth day of October, one thousand eight hundred and ninety-two, by and between the said Louisville, New Orleans and Texas Railway Company and the Yazoo and Mississippi Valley Railroad Company, a corporation of the State of Mississippi, the said two corporations covenanted and agreed to unite, merge and consolidate their several corporate stocks, corporate rights, franchises, immunities and privileges and property of every kind, real, personal and mixed; and

Whereas, in pursuance of said agreement, said consolidation has taken place and the said consolidated company is the party of the first part hereto; and

Whereas, the Illinois Central Railroad Company, a corporation, created, organized and existing under and by virtue of the laws of the State of Illinois, has acquired and purchased a large amount of the bonds and stock of the said Louisville, New Orleans and Texas Railway Company; and

Whereas, the said Illinois Central Railroad Company has by an indenture dated the first day of September, one thousand eight hundred and ninety-two hereinafter called the collateral trust indenture, a copy of which is hereto annexed, marked "A," between itself, as

party of the first part, and the United States Trust Company
353 of New York, as party of the second part, assigned, transferred and set over to the said United States Trust Company of New York the bonds and stocks of the said Louisville, New Orleans and Texas Railway Company, therein referred to, representing a par value of more than thirty-four million dollars, such bonds and stock to be held by the said United States Trust Company upon trust for the benefit of the several persons and corporations who should be or become holders of any of the bonds of the said Illinois Central Railroad Company, issued or to be issued thereunder; and

Whereas, by article fourth of said collateral trust indenture it was provided that the bonds of the Illinois Central Railroad Company issued and authenticated thereunder, might be used and applied by said Illinois Central Railroad Company in its discretion for any of the purposes thereafter specified, among which purposes was (3) for protecting, repairing, completing, improving or extending the railroad and branches then owned by the said Louisville, New Orleans and Texas Railway Company, and providing elevators and docks for use in connection therewith, and such works and structures, rolling stock and other equipment as would enable the said railroad and branches to be operated to the best advantage, or in the payment of debts and liabilities incurred for such improvement; and

Whereas, by the fifth article of said collateral trust indenture the said Illinois Central Railroad Company covenanted and agreed to cause all the moneys received by it from certain trustees therein mentioned for or as the price of any of the income bonds issued under the two mortgages or deeds of trust made by the said Louisville, New Orleans and Texas Railway Company, under date respectively of September eighteenth, eighteen hundred and eighty-four, and August twenty-fifth, eighteen hundred and eighty-five, to Edward H. Pardee and Albert Crolius, trustees, to be applied to the payment of expenses incurred for betterments and improvements of the said Louisville, New Orleans and Texas railway and its appurtenances; and

354 Whereas, some question has arisen as to whether or not the said original mortgage does or will cover all such improvements or extensions of the said railroad and branches formerly of the said Louisville, New Orleans and Texas Railway Company, and certain elevators and docks for use in connection therewith, and such works and structures, rolling stock and other equipment as will enable the said railroad and branches to be operated to the best advantage as shall be made or acquired by the proceeds of the said bonds of the Illinois Central Railroad Company in pursuance of the obligations under the fourth article of the said collateral trust indenture of the said Illinois Central Railroad Company; and

Whereas, some question has arisen as to whether or not the said original mortgage does or will cover all betterments and improvements of the said Louisville, New Orleans and Texas railway, and its appurtenances, the expenses incurred for which are paid by the application thereto of the price of any of the said income bonds received by said Illinois Central Railroad Company as is provided

in the fifth article of said collateral trust indenture of the Illinois Central Railroad Company; and

Whereas, it is the intention and desire of the party of the first part hereto that such original mortgage shall cover all such property and betterments and improvements; and

Whereas, it is provided in said original mortgage that the party of the first part therein shall and will at any time, and from time to time thereafter upon request, make, do, execute and deliver all such further acts, deeds and things as shall be reasonably advised, devised or required to effectuate the intention thereof, and to assure and confirm to the said party of the second part, or its successors, all and singular the property and estate, real and personal, therein-before described, and thereby intended to be granted, and so as to render the same, and especially such portions thereof as should be thereafter acquired by the said party of the first part, or its
355 successors, available for the security and satisfaction of the bonds secured by said original mortgage, according to the intent and purpose therein expressed:

Now, therefore, the parties hereto have mutually agreed together as follows:

First. The said party of the first part doth confirm the grant made by the said Louisville, New Orleans and Texas Railway Company in and by said original mortgage, and for the purposes of securing the payment of said bonds, with the interest to accrue thereon, hath granted, bargained, sold, aliened, remised, released, conveyed and confirmed, and by these presents doth grant, bargain, sell, alien, remise, release, convey and confirm unto the said party of the second part, and its successors and assigns forever, all the property, both real and personal, that by the said original mortgage dated the twenty-sixth day of August, one thousand eight hundred and eighty-six, was granted, bargained, sold, aliened, remised, released, conveyed and confirmed unto the said party of the second part, and the party of the first part further covenants and agrees that the said mortgage does and will cover each and everything that shall be done for protecting, repairing, completing, improving and extending the railroad and branches formerly owned by the said Louisville, New Orleans and Texas Railway Company, and providing elevators and docks for use in connection therewith, and such works and structures, rolling stock and other equipment as will enable the said railroad and branches to be operated to the best advantage, to the extent that the same shall be done with the proceeds of the said bonds of the said Illinois Central Railroad Company, as referred to in the fourth article of said collateral trust indenture, and the said party of the first part further covenants and agrees that the said original mortgage does and will cover all betterments and improvements of the railroad formerly owned by the said Louisville, New Orleans and Texas Railway Company, and its appurtenances, to the extent that such betterments and im-
356 provements shall be made by moneys received by the Illinois Central Railroad Company from trustees for or as the price of any of the said income bonds of the said Louisville, New Orleans

and Texas Railway Company, as referred to in the fifth article of the collateral trust indenture. The intention of this supplemental mortgage is especially to extend the said lien of the said original mortgage to all property that shall be acquired or improved by the proceeds of the bonds hereinbefore referred to, but in no way to limit or restrict such original mortgage, which is to remain unimpaired in every respect so far as its existing liens and rights of lien are concerned.

Second. In all other respects, except as herein specifically changed, the said original mortgage is hereby adopted and confirmed.

In witness whereof, the parties hereto have caused their respective corporate seals to be hereunto affixed and attested by their respective secretaries, and these presents to be signed by their respective presidents, the day and year first above written.

THE YAZOO AND MISSISSIPPI VALLEY RAILROAD COMPANY,
By STUYVESANT FISH, *President.*

[Corporate Seal.]

Attest: A. G. HACKSTAFF, *Secretary.*

Witness-:
JNO. W. CARLIN.
E. T. H. GIBSON.

UNION TRUST COMPANY OF NEW YORK,
By EDW'D KING, *President.*

[Corporate Seal.]

Attest: A. W. KELLEY, *Sec'y.*

Witness-:
C. C. RAWLINGS.
F. B. TORREY.

357 STATE OF NEW YORK, } ss:
City and County of New York, }

Be it remembered, that on this 27th day of May, in the year of our Lord one thousand eight hundred and ninety-three, before me, George H. Taylor, a duly appointed notary public in and for the city and county of New York, in the State of New York, and commissioner for the State of Louisiana in and for the State of New York, residing in the said city and county of New York, personally appeared Stuyvesant Fish, president of the Yazoo and Mississippi Valley Railroad Company, and Alexander G. Hackstaff, secretary of the same company, to me personally known, and known to me to be such officers of the said company, and to be the same persons whose names are subscribed to the foregoing instrument as having executed the same on the part and behalf of the said company, and acknowledged that they signed, sealed and delivered the said instrument as a free and voluntary act and deed of said company for the uses and purposes therein set forth. And the said Stuyvesant

Fish and Alexander G. Hackstaff, being by me duly sworn, did severally depose and say: That he, the said Stuyvesant Fish, is the president, and he, the said Alexander G. Hackstaff, is the secretary of the said company; that the seal affixed to the foregoing instrument, purporting to be the corporate seal of the said company, is such corporate seal; that it was affixed thereto by order of the board of directors of said company, and that they, the said Stuyvesant Fish and Alexander G. Hackstaff, signed their names thereto by the like order as the president and secretary of the said company respectively, in the presence of John W. Carlin and E. T. H. Gibson, competent witnesses. And on the same day, before me also personally appeared Edward King, president, and Augustus W. Kelley, secretary, of the Union Trust Company of New York, respectively personally known to me, and known to me to be
358 such officers of said company, and to be the same persons whose names are subscribed to the foregoing instrument as having executed the same on the part and behalf of the last-named company, and acknowledged that they signed, sealed and delivered the said instrument as the free and voluntary act and deed of the last-named company for the uses and purposes therein set forth, and the said Edward King and Augustus W. Kelley, being by me duly sworn, did severally depose and say; That they were the president and secretary respectively of the Union Trust Company of New York; that the seal affixed to the foregoing instrument, purporting to be the corporate seal of the said trust company, is such corporate seal; that it was affixed thereto in pursuance of authority in them vested by the board of trustees of said company, and that they signed their names thereto as such president and secretary in pursuance of like authority in the presence of C. C. Rawlings and F. B. Torrey, competent witnesses.

In witness whereof, I have hereunto set my hand and affixed my official seals and caused the said witnesses to hereunto set their hands this 27th day of May, in the year of our Lord one thousand eight hundred and ninety-three.

[SEAL.] GEORGE H. TAYLOR,
Notary Public and Commissioner of Deeds
[SEAL.] *for Louisiana in New York.*

C. C. RAWLINGS.
F. B. TORREY.
JNO. W. CARLIN.
E. T. H. GIBSON.

359 STATE OF NEW YORK, }
City and County of New York, } *ss.:*

Be it remembered, that on this 27th day of May, in the year of our Lord one thousand eight hundred and ninety-three, before me, George H. Taylor, duly appointed notary public in and for the city and county of New York, in the State of New York, and commissioner for the State of Mississippi, in and for the State of New York, residing in the said city and county of New York, personally

appeared Stuyvesant Fish, president of the Yazoo and Mississippi Valley Railroad Company, and Alexander G. Hackstaff, secretary of the same company, to me personally known and known to me to be such officers of the said company, and to be the same persons whose names are subscribed to the foregoing instrument as having executed the same on the part and behalf of the said company, and acknowledged that they signed, sealed and delivered the said instrument as the free and voluntary act and deed of said company for the uses and purposes therein set forth; and the said Stuyvesant Fish and Alexander G. Hackstaff, being by me duly sworn, did severally depose and say: That he, the said Stuyvesant Fish, is the president, and he, the said Alexander G. Hackstaff, is the secretary of the said company; that the seal affixed to the foregoing instrument, purporting to be the corporate seal of the said company, is such corporate seal; that it was affixed thereto by order of the board of directors of said company, and that they, the said Stuyvesant Fish and Alexander G. Hackstaff, signed their names thereto by the like order as the president and secretary of the said company respectively. And on the same day, before me also personally appeared Edward King, president, and Augustus W. Kelley, secretary, of the Union Trust Company of New York, respectively personally known to me, and known to me to be such officers of said company, and to be the same persons whose names are subscribed to the foregoing instrument as having executed the same on the part
360 and behalf of the last-named company, and acknowledged that they signed, sealed and delivered the said instrument as the free and voluntary act and deed of the last-named company for the uses and purposes therein set forth, and the said Edward King and Augustus W. Kelly, being by me duly sworn, did severally depose and say: That they were the president and secretary respectively of the Union Trust Company of New York; that the seal affixed to the foregoing instrument, purporting to be the corporate seal of the said trust company, is such corporate seal; that it was affixed thereto in pursuance of authority in them vested by the board of trustees of said company, and that they signed their names thereto as such president and secretary in pursuance of like authority.

In witness whereof, I have hereunto set my hand and affixed my official seals, this 27th day of May, in the year of our Lord one thousand eight hundred and ninety-three.

[SEAL.]
[SEAL.]

GEORGE H. TAYLOR,
Notary Public and Commissioner for Mississippi in New York.

361 STATE OF NEW YORK, } ss:
City and County of New York, }

Be it remembered, that on this 27th day of May, in the year of our Lord one thousand eight hundred and ninety-three, before me, George H. Taylor, a duly appointed notary public in and for the city and county of New York, in the State of New York, and commissioner for the State of Tennessee, in and for the State of New York, residing in the said city and county of New York, person-

ally appeared Stuyvesant Fish, president of the Yazoo and Mississippi Valley Railroad Company, and Alexander G. Hackstaff, secretary of the same company, to me personally known, and known to me to be such officers of said company, and to be the same persons whose names are subscribed to the foregoing instrument as having executed the same on the part and behalf of the said company, and acknowledged that they signed, sealed and delivered the said instrument as the free and voluntary act and deed of said company for the uses and purposes therein set forth. And the said Stuyvesant Fish and Alexander G. Hackstaff, being by me duly sworn, did severally depose and say: That he, the said Stuyvesant Fish, is the president, and he, the said Alexander G. Hackstaff, is the secretary of the said company; that the seal affixed to the foregoing instrument, purporting to be the corporate seal of the said company, is such corporate seal; that it was affixed thereto by order of the board of directors of said company, and that they, the said Stuyvesant Fish and Alexander G. Hackstaff, signed their names thereto by the like order as the president and secretary of the said company respectively. And on the same day before me also personally appeared Edward King, president, and Augustus W. Kelley, secretary, of the Union Trust Company of New York, respectively personally known to me, and known to me to be such officers of said company, and to be the same persons whose names are subscribed to the
362 foregoing instrument as having executed the same on the part and behalf of the last-named company, and acknowledged that they signed, sealed and delivered the said instrument as the free and voluntary act and deed of the last-named company for the uses and purposes therein set forth, and the said Edward King and Augustus W. Kelley, being by me duly sworn, did severally depose and say that they were the president and secretary respectively of the Union Trust Company of New York; that the seal affixed to the foregoing instrument, purporting to be the corporate seal of the said trust company, is such corporate seal; that it was affixed thereto in pursuance of authority in them vested by the board of trustees of said company, and that they signed their names thereto as such president and secretary in pursuance of like authority.

In witness whereof, I have hereunto set my hand and affixed my official seals, this 27th day of May, in the year of our Lord one thousand eight hundred and ninety-three.

[SEAL.]
[SEAL.]

GEORGE H. TAYLOR,
Notary Public and Commissioner for Tennessee in New York.

363 B. C. PFOUTS, a witness for the defendant, being duly sworn, testified as follows:

Q. Are you in the employ of the Y. & M. V. R. R. Co.?
A. Yes, sir.
Q. What position do you occupy?
A. Book-keeper.
Q. In the offices at Chicago?

A. Yes, sir; in charge of the general books of the Y. & M. V. R. R. Co.

Q. Are you the gentleman who furnished to Mr. Welling the sheet which has been used by him here in his testimony and marked Exhibit 1?

A. I made up these figures.

Q. Made them up from the books?

A. Yes, sir.

Q. Are those books regularly and properly kept?

A. Yes, sir.

Q. I will get you to state to the jury whether or not the sheet which was furnished by you to Maj. Welling correctly shows what the books show and the results.

A. It does; yes, sir.

Q. You have those books here and can produce them if he desires?

A. Yes, sir.

Q. And you can make any explanation desired in the matter?

A. Yes, sir.

Q. Will you please tell us whether or not the affairs and business of the Y. & M. V. R. R. Co. are mixed up with the Illinois Central matters or kept seperate?

A. In handling the general books of the company they are kept seperate.

Q. Seperate and distinct?

A. Yes, sir.

364 Cross-examination:

Q. You say you are the book-keeper for the Illinois Central R. R. Co. and the Yazoo & Miss. Valley R. R. Co.?

A. No, sir; I am not; no, sir.

Q. Which company are you book-keeper for?

A. I keep the general books of the Y. & M. V. R. R. Co.; not of the Illinois Central R. R. Co.

Q. Where do you keep those books?

A. I have them in Chicago.

Q. You live in Chicago?

A. Yes, sir.

Q. You keep those books of Y. & M. V. R. R. Co. in the offices of the Illinois Central R. R. Co. in Chicago, do you not?

A. In the building of the Illinois Central R. R. Co.

Q. Is it not in the office of the Illinois Central R. R. Co.?

A. Yes, sir.

Q. Can you tell us why it is that you as book-keeper of the Y. & M. V. R. R. Co. have your office with the Illinois Central R. R. Co. in Chicago?

A. I cannot; no, sir.

Q. Are all the books of the Y. & M. V. R. R. Co. kept there under your supervision?

A. The general books of the company.

Q. You are the head book-keeper of the company?
A. With their general books; yes, sir.
Q. You have stated that these books were correctly kept. Do you know anything about the items entered on these books, except as they were furnished to you by others?
A. That is all, sir.
Q. All you know is that you correctly entered on the books the items the others furnished to you?
A. Yes, sir.
Q. You do not know anything about the original correctness of the items?
A. I have every reason to believe that they are correct.
Q. I am not talking about a matter of faith; I am talking about a matter of knowledge.
A. Yes, sir.
Q. You do not know anything about them except they were correctly entered as furnished to you?
A. That is all.
Q. Were you in the employ of the Y. & M. V. R. R. Co. as book-keeper—I mean by the Illinois Central R. R. Co.?
A. No, sir.
Q. Who employed you?
A. I am employed by the Illinois Central Railroad Company, but not as their book-keeper.
Q. What position do you hold with the I. C. R. R.?
A. Clerk in the vice-president's office.
Q. Do you keep these books in the same office?
A. Yes, sir.
Q. All right there together?
A. Yes, sir.
Q. And the books there belong to the I. C. R. R. Co?
A. Belong to the Yazoo & Miss. Valley R. R. Co., as I understand it.
Q. That is the way they are labelled?
A. Yes, sir.
Q. The Y. & Miss. Valley R. R. does not go to Chicago?
A. No, sir; not direct.
Q. Then the headquarters for the Yazoo & Mississippi Valley R. R. Co. are in Chicago, are they not?
A. I hardly understand what you mean by the headquarters; a great many of their general officers are located there.
Q. Does Mr. Welling, the vice-president of the two companies, have an office in the same building with you?
A. Yes, sir.
Q. In the same room?
A. Yes, sir.
365 Q. Does Mr. Morehouse, who is here, who is the tax commissioner, have an office in the same building with you in Chicago?
A. Yes, sir.

Q. He is a tax commissioner for the I. C. railroad, is he?
A. I believe so.
Q. He is the tax commissioner also for the Y. & M. V. R. R.?
A. Yes, sir.
Q. Are not the headquarters of all the general officers of the Y. & M. V. R. R. Co. except the ass't gen'l sup't in Chicago?
A. No, sir; they are not.
Q. Which one has offices anywhere else and where?
A. As I understand it, the president, the secretary, and treasurer are in New York.
Q. Do they have headquarters there or are not their headquartes—their official headquarters—also in Chicago?
A. No, sir.
Q. Then does the I. C. R. R. Co. have offices in the city of New York also?
A. Yes, sir.
Q. And these general officers whom you have mentioned have their general headquarters in New York? They are also general officers of the Illinois Central R. R. Co.?
A. Yes, sir; I believe they are.
Q. Then the general offices of the Y. & M. V. R. R. Co. in New York is in the general offices of the Illinois Central R. R. Co. in New York?
A. I have never been in their offices in New York. I believe they are in the same building.
Q. Then you have only heard that Mr. Fish lives in New York?
A. That is all.
Q. Where are the books which are kept by you and which you say are here present in court?
A. Over there, sir.
Q. Show me the books, please, sir.

(Books were here produced by the witness.)

Q. What years do those books cover?
A. Back to 1885. My handling of them has been since 1892 up to the present day.
Q. You do not know anything about these books prior to 1892, do you?
A. No, sir.
Q. Don't you know it to be a fact that the L., N. O. & T. R'y was built prior to 1885?
A. I do know that the construction of the road was commenced prior to 1885.
Q. Where were you while the road was being built?
A. I was not with the company then, sir.
Q. You do not know of your own knowledge when the railroad was built?
A. No, sir.
Q. You do not know anything about anything in these books except what was entered in 1892?
A. I know all about my own entries.

Q. Beginning with the first of 1892?

A. No, sir; commencing with the 1st Nov., 1892, the 1st January, 1893.

Q. Do you know anything about these statements here in Exhibit 1 to the testimony of J. C. Welling as to the year 1892?

A. I simply figured it out of these books.

Q. It was entered in there by somebody else?

A. Yes, sir.

Q. You do not know anything about the accuracy of that?

A. No, sir.

Q. You just copied these items out of these books as they appeared?

A. Yes, sir.

Q. The item- that you copied on to this Exhibit 1 by Mr. Welling are simply a summation of the items on the books?

A. Yes, sir.

Q. The books do not contain these items as they are here?

A. No, sir.

366 Q. That is just a summation?

A. Yes, sir.

Q. The books show the individual items from which these are taken?

A. To a great extent.

Q. If they do not entirely, how do you get them?

A. They are all worked out over six months at a time. For instance, this interest is summed up every six months, and I had to compile it.

Q. Do the exact items of interest appear on the books that are here, the exact amount?

A. Yes, sir.

Q. Was not the interest on the bonds payable in March and November, twice a year?

A. No, sir; March and Sept.

Q. They were coupon bonds, and as the interest was paid the bonds were clipped and cancelled?

A. I suppose that was the regular form. I have never had the pleasure of handling the coupons yet, or the cash.

Q. Do you know of your own knowledge anything about the cost of construction of the L., N. O. & T. R. R. from Memphis to New Orleans?

A. No, sir.

Q. Do you know anything about the cost of construction in the State of Mississippi?

A. No, sir.

Redirect examination:

Q. Do you know anything about the Y. & M. V. R. R. Co. having some headquarters and general officers in Memphis?

A. Yes, sir; they had two.

Q. Do you know whether they have any there now—general offices?

A. Not that I know of, unless you term the assistant general supt. a general officer. He has his office there.
Q. Is not there an assistant general freight agent there?
A. Yes, sir.
Q. And a claim agent there also?
A. But not in Memphis now. He is located in New Orleans.
Q. These books here are the gathering up, are they not, of the regular reports that come into the headquarters' offices?
A. Yes, sir.
Q. In the regular course of business of the company?
A. Yes, sir.

Objected to as leading. Objection overruled. Plaintiff excepts.

The deposition of R. T. WILSON was then read, which is as follows:

Q. How old are you, Major?
A. Well, I am over 60 years considerably.
Q. What is your present place of business?
A. 33 Wall street, N. Y.
Q. Are you the Wilson of the firm of R. T. Wilson & Co.?
A. I am.
Q. And who was connected with the L., N. O. & T. R'y Co.?
A. I am the same Wilson.
Q. Please state where you resided from the year 1884 to the year 1892, inclusive.
A. In New York.
Q. What was your occupation during that time?
A. I was a banker and president of the railroad.
Q. Were you connected with the Louisville, New Orleans & Texas railroad during that time?
A. I was.
Q. What time during that period?
A. All of the time.
Q. What was your connection with it?
A. I was the president of it.
Q. I believe that you have stated that you were the president of the railroad company during the time, during the year 1892?
A. Yes, sir. I don't know that I was during all of the year 1892. I have forgetten about that.
367 Q. How did your connection as president of that company terminate?
A. By my resignation, after I had sold the holding of my firm.
Q. Now, then, I will get you to state whether or not it was ever the case that the L., N. O. & T. R'y Co. ever sold its railroad or corporate property to anybody.
A. It did not that I am aware of; not during that time. I am certain that it did not. During my connection with it it never did.
Q. When did your connection terminate?
A. In 1892. I think that I resigned my presidency during the year of 1892.

Q. Who succeeded you?

A. Well, I don't recollect at the moment who they did elect in my place.

Q. The president was elected after you resigned?

A. Yes, sir; he was elected and succeeded me. I knew who it was, but I don't recollect at this moment. I have forgotten.

Q. Now I will ask you to state, if you please, whether or not it was the case that in any of the years from 1884 to 1892, inclusive, during the period that you were connected with the railway company, that the Louisville, New Orleans & Texas Railway Company did declare and pay to its stockholders out of the profits an annual dividend of eight per cent. upon its capital stock over and above the payment of its debts and liabilities.

A. It never did.

Objected to. Objection sustained. Defendant excepts.

Q. Did it declare and pay a dividend of any other per cent.?

A. It never declared or paid a dividend of one per cent. during the whole period.

Q. I will get you to state whether or not during the period from 1884 until your connection with it terminated the profits of that railroad company enabled it to declare and pay to its stockholders an annual dividend of eight per cent. on its capital stock over and above its liabilities.

A. The profits never did in any one year enable us to pay eight per cent. or any other per cent.

Objected to. Objection sustained. Defendant excepts.

Q. Major, I want to ask you if during that period the profits of your company enabled it in any one of these years to declare and pay an annual dividend on its capital stock of any per cent. over its construction debts and liabilities.

A. It never did. The profits never did.

Q. I will get you to state whether or not during any of that period the annual profits of that company enabled it to declare and pay to its stockholders a dividend of any amount over and above its then due and payable construction debts and liabilities.

A. It never did.

Q. Please state whether or not that previous to September, 1892, that the debts and liabilities which the L., N. O. & T. R'y Co. had incurred in construction of its railroad and money borrowed by the said company upon lands and otherwise to be used in constructing the railroad and in paying the debts incurred in constructing the railroad had been paid off by novation of the bonds of the Illinois Central R. R. Co., or otherwise.

A. They had not.

Q. Now, can you state, then, either exactly or approximately, what the amount of the outstanding debts of the L., N. O. & T. R'y Co. of the caharacter styled above were outstanding and unpaid on Sept. 22nd, 1892?

A. That is thirty-seven millions of dollars.

Q. On the 22nd of Sept., 1892?

A. Yes, sir. That does not include the capital stock. By way of explanation, I wish to state that this thirty-seven millions of dollars—of that there were $35,236,000.00 that was represented in bonds; that consisted of bonds. There was about, as well as I remember, in the neighborhood of $2,000,000.00 of accumulated interest on the second-mortgage bonds, and there was a floating debt of several hundred thousand dollars above its assets, so that in the aggregate there was more than $37,000,000.00 on the 22nd of September, 1892, of existing debts against the company that was created for the construction of the road.

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Q. Could you state whether the liabilities incurred in the construction had been paid off by novation with the I. C. R. R. bonds or otherwise on the first Monday in June, 1893?

A. No, sir; I cannot state about that date.

Q. You don't know what happened in 1893?

A. No, sir; I do not.

Q. And you don't know what happened in 1894?

A. I do not.

Q. Major, I will ask you to state if the main lines of the railroad from Memphis to New Orleans, and certain branches of it—say the Tallahatchie branch and Riverside division, I believe that is all—were not constructed by the L., N. O. & T. R'y Co. while you were president of it.

A. Yes, sir; they were.

Q. Now, I will ask you to state whether the railroad company itself built that railroad and branches, or whether it was done by contract with a construction company.

A. The main line and what is known as the Leland branch. The main line was built by a contract with a construction company. The Leland branch, I believe, was built under the same contract with the construction company. That is my recollection as to the Leland branch. I know that the main line was. Maj. Edwards reminds me that the Leland branch was built under a different charter.

Q. That is what is called in here the special charter?

A. Yes, sir; the special charter.

Q. What my question alluded to was what was in addition to the special charter known as the Riverside division.

A. A part of that; that branch. We purchased that for so much stock and so many bonds. The L., N. O. & T. purchased that branch.

Q. That was the property of the Memphis & New Orleans R. R. & Levee Company?

A. Yes, sir.

Q. That was supplemented by building some additional branch lines?

A. Yes, sir.

Q. My question is as to whether those additional branch lines were built under your supervision.

A. Yes, sir; while I was president of it.

Q. Could you produce the contract under which the main line was built?

A. Yes, sir.

Q. I will get you to produce it.

A. In respect to this contract for the construction of this railroad that was made originally, by way of explanation, it is proper for me to state that these contracts were made for several divisions of the companies. Previous to the date that you have first spoken about they were first made by William M. Johnston—he was in my firm—who agreed to build them, and then he assigned these contracts to the construction company, and it took them over and executed them in accordance with the terms of the same.

Q. Are these the original contracts that you speak of in your answer? These are the contracts produced to be filed?

A. Yes, sir; those are the original contracts.

It is here agreed by counsel that copies of the contract may be filed in the place of the original contracts.

Q. These contracts that you have here are the contracts under which the main line and branches were constructed?

A. Yes, sir.

Q. Those are the original contracts?

A. Yes, sir; under which they were begun. The contract of William M. Johnston was assigned to the Financial Improvement Co. and was carried out by the Financial Improvement Co. All of these contracts were executed by the Financial Improvement Co; all of them.

By Mr. BECKET:

Q. Are they signed by the Financial Improvement Co.?

A. In the first instance they are not. I find that all of the contracts were signed in the first instance by the Financial Im-
369 provement, but one. Here are the contracts. They speak for themselves.

By Mr. MAYES:

Q. Major, before you became connected with the railroad as president of the L., N. O. & T. R. R. and before the L., N. O. & T. was organized there were some outside railroad companies connected in this matter, one of which was the Vicksburg & Memphis railroad?

A. Yes, sir.

Q. And the officers of the Vicksburg & Memphis R. R. were different from yours?

A. Yes, sir; those preceded me.

Q. And they began this work?

A. Yes, sir.

Q. Then the L., N. O. & T. R'y Co. was formed, of which you were president, and took up this work and carried it to its completion?

A. Yes, sir; through its completion.

Q. Major, these construction contracts which you have produced

here, were some of them executed with parties other than the Financial Improvement Co.? Is not that true?

A. Yes, sir; there was only one of them. That was in the case of the Memphis & Vicksburg.

Q. Such of them as were made with other parties than the Financial Improvement Co. were afterwards assigned to the Financial Improvement Co.?

A. Yes, sir.

Q. And the Financial Improvement Co. completed the road under these contracts?

A. Yes, sir—that is, it executed them.

Q. Now, then, this railroad and the branches that were built by the L., N. O. & T. R'y Co., were they or were they not under separate contracts?

A. They were.

Q. And those papers which you have produced, are they or are they not the originals of these contracts?

A. They are the originals. It is proper that I should say in regard to the construction and the provisions of these contracts there are some of them that provided originally that the Financial Improvement Co. should be paid at the rate of $20,000.00 per mile, first-mortgage six per cent. bonds, at $20,000.00 per mile of income bonds and $20,000.00 per mile of stock. That is the provision of some of the first contracts, whether or not of all of them I do not know, and afterwards these contracts were changed so as to make $24,000.00 first-mortgage five per cent. bonds instead of $20,000.00 per mile six per cent. bonds, and $20,000.00 of income was still retained, and the stock was reduced from $20,000.00 to $10,000.00 per mile—the capital stock.

Q. Now, then, were these bonds and that stock delivered to the Financial Improvement Co. in the sums indicated by you in payment for the construction of this railroad?

A. They were. Whether this further explanation comes in here I don't know, but the facts are that, going on still further, there was another change in the scheme of the Financial Improvement Co. The first-mortgage bonds were reduced from five to four per cent.

Q. That was what time—in 1886?

A. Yes, sir; in 1886. There was a second-mortgage six per cent. bond issued and represented the concessions that had been made of the proportion of the first — to the difference between the four and five per cent.

Q. That is the transaction out of which the mortgage of 1886 came?

A. Yes, sir; that is the transaction out of which the mortgage of 1886 came. There are three series of bonds. They have an element of a second mortgage, with a fixed charge there in 1886; the reduction of the amount of the first mortgage and the rate of interest.

Q. And this mortgage of 1886 was executed in order to adjust the remaining bonds to the reduced rate of interest?

A. Reduced rate of interest; and the real reason for that—the real moving cause—was to so reduce the fixed charges on the first-

mortgage bonds to give them some financial standing so as to come in the power of the company to earn interest on them and to be able to dispose of them. The fixed charges on the first mortgage bonds, it had become apparent, could not be paid out of the net earnings of the company, and therefore they were reduced.

370 Q. Well, in that connection I will get you to state whether the fixed charges as they were reduced were made above the operating expenses.

A. They were not; they never did.

Q. Now, coming back to the question I started with a while ago, Major, is it or not correct that at or soon after the building of the railroad in 1886 that the series of bonds bearing interest at the rate of four per cent. per annum, amounting to $13,800,000.00, and another series bearing interest at the rate of five per cent. per annum, amounting to $8,700,000.00, and another series bearing interest at the rate of six per cent. per annum, amounting to $8,350,000.00, in round numbers aggregating $30,888,000.00, were sold and disposed of by the L., N. O. & T. R'y Co. for cash?

A. They never were.

Q. And is it or is it not true that out of the cash obtained on the sale of such bonds the sum of about four millions of dollars was used to pay off the construction debt of the railroad and to pay for the building of the railroad?

A. No, sir; it is not. It is not true.

Q. I will get you to state further whether or not it is true that previous to January 1st, 1891, or at any other time, so far as that is concerned, the L., N. O. & T. R'y Co. issued or disposed of to its incorporators or other parties, in order to make them stockholders, 48,242 shares of the stock for much less than its face value and for little or no consideration.

A. It never did.

Q. The stock that was disposed of, as I understand you, was disposed — in payment of the building of the railroad?

A. It was; a part consideration for the building of the railroad.

Q. To the construction Co.?

A. To the construction company.

Q. Major, have you any interest in this litigation?

A. I have not.

Q. Directly or indirectly?

A. I have not, one single cent, directly or indirectly.

Cross-examination:

A map, admitted to be a correct representation of the railroads in litigation, was here introduced in evidence and marked Exhibit "I."

Q. Now, Major Wilson, what we want you to explain are the different charters that the different parts of this railroad were built under.

A. That is a matter of detail that I could not explain unless I had the charters before me.

Q. Here is the assessment that was given in to the railroad commission that puts as exempt from taxation a certain part. On the assessment-roll it is put down here as taxable, the road from Hampton to Leland and then from Wilczinski to Glen Allen.

A. I don't know anything in the world about that part of it. That is a matter of detail that I did not pay any attention to. I only dealt with the results. You can get that from other people that know all about it. I don't know anything about it.

It is admitted by the counsel for the defense that the line of road running between Leland and Huntington and from Wilczinski to Hampton and thence to Glen Allen was constructed under the charter of the Memphis & New Orleans R. R. & Levee Co.—that is, what is known as that part of the Riverside division known as special charter.

Q. On the map filed as an exhibit with your deposition it shows that the Helena branch commences at Glendale, west of the main line, and extends across the main line to Eagle's Nest. State how the L., N. O. & T. R'y Co. acquired this Helena branch.

It is here admitted by the counsel for the defense that it was built originally by the Mobile & North Western railroad, and that it was mortgaged by the company, and under a decree of foreclosure rendered by the United States court at Oxford it was sold, and that it was purchased, a part by Holmes Cummings and a
371 part by Charles M. Calhoun, and that that part that was purchased by Chas. M. Calhoun, which was from Glendale to Lula, was sold to the L., N. O. & T. R'y Co. That part that was purchased by Holmes Cummings was never conveyed. It was torn up.

Q. You say from 1884 to 1892 you were the president of the L., N. O. & T. R'y Co.?

A. I was.

Q. Who composed the firm of R. T. Wilson & Co.?

A. R. T. Wilson—B. F. Wilson for a part of the time. I don't know whether he was in the firm all of the time or not. S. M. Johnston was in it a part of the time, and Charles B. Busher, as I remember now. William M. Johnston was a member part of the time, but whether all of the time I don't remember now.

Q. Was your firm a partnership or corporation?

A. It was a partnership.

Q. Are you R. T. Wilson, who was one of the members of it?

A. I am.

Q. Was the Pacific Improvement Company a partnership or corporation?

A. I have understood that it was a corporation, but I don't know. I am not advised to say.

Q. Do you know who the members were that composed it?

A. I do not.

Q. Were you one of the members of it?

A. I was not.

Q. In your dealings with the Pacific Improvement Co. who represented it?

A. I don't remember to have had any dealings as president with the Pacific Improvement Co. I don't think I had any with them, so far as I know. The L., N. O. & T., as far as I know, never had any dealings with the Pacific Improvement Co.

Q. I mean the Financial Improvement Co. Was the Financial Improvement Co. a corporation or a partnership?

A. It was a corporation.

Q. Do you know who composed the members of it?

A. I don't know all of the members that composed it. My general understanding, however, was that it was owned by C. P. Huntington associates, and that they were in control of it—a part of it. The other part was owned by R. T. Wilson & Co. R. T. Wilson & Co. owned forty per cent. and the C. P. Huntington associates owned sixty per cent.—that is, the various members of the firm of R. T. Wilson & Co. Who they were I don't remember now.

Q. Did R. T. Wilson have any interest in the part that was owned by C. P. Huntington associates?

A. I did not.

Q. Major Wilson, the reports filed with the railroad commission for Mississippi by the Y. & M. V. R. R. Co. for the years from 1892 to 1895 show the gross earnings of the former L., N. O. & T. R'y Co. in this State to be an average of something over two millions of dollars. Will you please state about how much of the gross earnings was required for operating expenses per annum?

A. Now, you are asking for my opinion as to what it would take to operate the railroad. I don't know that or anything about it. You want to know my opinion as to what would be a proper charge for operating expenses. I have no knowledge.

Q. I want to know in your judgment about what it was. Of course, you have no knowledge.

This question is objected to on the ground that it is not the best evidence and that it is not testimony.

A. If you would let me go by past experience I would say that it would consume about all of it. If you will take my past reports you will see that it took nearly all of it. In other words, there was scarcely any money made on that road that was not applied to the operating expenses or charged to the construction account, and that account, you may say, was construction or maintenance or whatever you please. It was money that was earned from the operation and that was expended on the main line of the railroad after the road was opened. If you will take my expenses from 1884 to 1886 you will see, if you go over the money it took that was expended on the road in order to operate, it to keep it up, there would not be twenty per cent. of it or anything like that left. I have my reports that will verify that. In other words, it took nearly all of it.

372 Of course, you gentlemen must understand the physique of the road and its location and the character of the soil and the country that it runs through, the timber that you get, the

rapidity of the washing. Unfortunately for this road, I don't want to discredit it, but it has many disadvantages to labor under; more than the average ills that attend on a railroad.

Q. Have you the originals or any of the copies of the annual reports of the gross and net earnings of the L., N. O. & T. R'y Co. in 1884 to 1892 and for any of said years?

A. Yes, sir; I think I have them all here. There were never any reports issued until the first of 1887. We have the result of the operatoons.

Q. Will you please file the said reports or copies of the same as exhibits to your answer to this deposition?

A. These reports, gentlemen, are filed, beginning the year and ending on the 31st of December, 1887, and goes down to June 30th, 1891.

Q. Are they annual or biannual?

A. They are annual, except that we made a change in the fiscal year. The fiscal year began on the 30th of June, 1890. During that period—I will say from the beginning of the operations of the road—we spent on the construction $1,942,981.89. That was simply on the main line of the road that we spent for construction after the road was opened. We spent that. It was called the construction account. During that period the interest on the first-mortgage bonds that were outstanding *were* charged, you know, and the surplus, what were called the net earnings, were not sufficient to pay the money that we actually put out, and for which the L., N. O. & T. R'y Co. incurred a floating indebtedness by the difference between the sum that I have just given as $1,942,981.69 and $1,277,904.64, the floating debt. In other words, if you will take those two sums, one from the other, you will see how much the railroad failed to make the interest on the first mortgage bonds during this period. I think that you will further see that the operating expenses amounted to more than eighty per cent. of the entire gross earnings.

Q. What year was that?

A. This was in June, 1891, the 30th, and that does not embrace all of the difference, either. Of course, you want to know the facts in this case. In addition to that we spent on the N. J. & C. R. R. $141,273.03 and the Southport branch and the elevator $194,155.02 and on the L., N. O. & T. in Arkansas $48,336.91, so that you will find that the floating indebtedness of the L., N. O. & T. was increased by all of these sums during this period, and there is no money drawn from the operation of the road and no money charged except to pay the interest on the first-mortgage bonds that were outstanding. Gentlemen, I want you to go through these things and understand them. I can tell you that there is no more chance for a dividend on this stock then, nor any now, or any other time, I am afraid, than there is for the sun to turn the wrong way.

Q. How much did the L., N. O. & T. pay for what is known as the Riverside division, special charter, railroad?

A. That I don't remember. Maj. Edwards can give you that information in detail. Maj. Edwards gives me this to refresh my

memory with. It is as follows: $453,000.00 of the capital stock of the company; first-mortgage bonds, $1,140,000.00; second-mortgage bonds, $218,000.00; income bonds, $906,000.00.

Q. How much did the L., N. O. & T. R. R. pay for the Helena branch?

—. All of those other branch lines, gentlemen, we built, as I now recall, on the basis of the actual cash that was paid out. That was advanced by the Financial Improvement Co., and was settled for in the first-mortgage bonds, 100 cents of the first-mortgage bonds and 31 cents of the second-mortgage bonds at ninety-seven and one-half cents on the dollar of the first. That is the actual cash that they cost, without applying to all of the rest of them. At that time we could not have sold the bonds to save our lives to the public.

Q. About how much in bonds was given for the Helena branch?

A. I don't remember. You can find out very easily. I don't remember those details at all.

Q. You can give it altogether—the Bayou Sara branch and the Helena branch and the Tallahatchie branch—either together or separately.

373 A. Yes, sir; I can give you that information. For all of the three branches except the N. J. & C. branch there was paid $3,114,522.00 of the first-mortgage bonds. There was paid with this $987,000.00 of the second-mortgage bonds, which represented the cost of these roads at 97, taking the accrued interest—that is, the money it actually cost was refunded to the parties that furnished it in bonds.

Q. Have you any estimates or memoranda or accounts, engineers' estimates, showing what it actually cost to build the main line of the L., N. O. & T. R. R. in Mississippi?

A. Well, I have not the estimates of the engineers or anything of that kind. That would not be worth much if I did. Let me give you an instance of what the for-cast of even an intelligent man means. For instance, you take the Yazoo bridge. It was my estimate that that could be built for $80,000.00. We got into it and it cost us $278,000.00, as I remember, before we got it built. You take the Vicksburg tunnel, and we estimated that that could be built for $80,000.00 or $90,000.00, and we came in contact with quicksand and it cost us $160,000.00, and you get down to what is called the big divide there and we estimated that we could get through with $25,000.00 or a little more. I don't remember the exact estimate, but it began to slide in there when we struck the quicksand and it cost us $100,000.00. Mr. Huntingdon remarked to me one day when we were making engineers' estimates, "You have not built as many railroads as I have." He said to take the most liberal engineer that you have and get him to make an estimate and then double that and add fifty per cent. and you will get nearer to the cost of your road than any engineers' estimates in the country, and that is my experience. You have to clean out the ditches and then things give away. It will cost you two and one-half times any engineer's estimate as certain as I sit in this chair.

The defense here objects to any testimony as to what it cost the Financial Improvement Co. as being irrelevant.

Q. The question that was just asked you was with reference to the estimate of the engineers that was made after the work was done.

A. I have no such estimates.

Q. Give the accounts of the cost of the work.

A. I never retain any estimate of that kind.

Q. Have you within your possession or knowledge or your control the estimates made by the engineers of the Financial Improvement Co. of the work actually done in the construction of this railroad, upon which estimates the payments were made?

Objected to as being irrelevant and incompetent to the issues in this case.

A. I have not them in my possession or control. I don't know whether they are in existence or not, but if they are, they may be, they are a matter of detail that I paid no attention to. If there were any such estimates made and footed up, I have never seen them.

Q. Of the 48,242 shares of the L., N. O. & T. R'y Co. did not R. T. Wilson & Co. own 11,898 shares and the Pacific Improvement Co. have 25,288 shares?

A. I don't know what amount R. T. Wilson & Co. owned of the stock nor do I know the amount C. P. Huntington'- associates owned at any particular date of this stock. The proportion in which R. T. Wilson and associates owned the stock and C. P. Huntington and associates and the Pacific Improvement Co. owned the stock, as the case may be, was in the proportion of forty to sixty per cent. The amount I don't know, but that is the proportion.

Q. On the first day of September there was a deed of trust executed in this county of Hinds by the I. C. R. R. Co. and it is on record in this county, and in the said deed of trust it is recited that the party of the first part, meaning the I. C. R. R. Co., assigns and sets over to the trustees 13,805 one-thousand-dollar first-mortgage four per cent. gold bonds of the L., N. O. & T. R'y Co. issued under and secured by two several mortgages or deeds of trust made on Aug. 25th, 1886, amounting in all at their face value to $13,805,000.00, with the interest coupons attached due March 1st, 1893, and thereafter, and 8,731 one-thousand-dollar five per cent. second-mortgage bonds of the said railway company issued under and secured by two several mortgages or deeds of trust made on August 25th and 26th, and 8,347 six per cent. income bonds for one thousand
374 dollars each issued under and secured by two several mortgages or deeds of trust made on Sept. 14th, 1884, and Aug. 25th, 1885, to Edward H. Pardee and Albert Crolius, trustees, and 37,339 shares of capital stock of the said L., N. O. & T. R'y Co. It is also recited in the said deed of trust that the said I. C. R. R. Co., in pursuance of its corporate power, has acquired and now holds the

said bonds and stock of the L., N. O. & T. R'y Co. Is that recital true or false?

The counsel objects to the question on the ground that it is irrelevant to the issue in this case.

A. Well, I cannot say whether it is or not. I don't know.

Q. In conclusion of section or paragraph 3 in the said deed of trust of the I. C. R. R. Co. it — stated as follows: That it further covenants and agrees that it will cause to be paid off and discharged in due season all taxes and assessment which may from time to time be lagally liable and imposed by competent authority upon the railroads or the railroad property or premises described in the several mortgages, so that the lien of the said mortgages shall at all times remain unimpaired until all of the bonds secured hereby shall be fully paid and satisfied. Was not the said agreement of the I. C. R. R. Co. understood and agreed on between you as president of the L., N. O. & T. R'y Co. and the said I. C. R. R. Co.?

A. It was not. No, sir; it was not.

Q. Who did the said I. C. R. R. Co. acquire the stock and bonds from?

A. That I cannot say. I don't know. I am answering as to whom they acquired them from. Whether they acquired them from the Mississippi Valley or, if they did acquire them, whether they acquired them direct from the sellers I cannot answer for the reason that these contracts were all made under the direction of the counsel of C. P. Huntington & associates. If I have ever seen that and saw the details of it, I don't remember it. Perhaps I did, but I don't remember in whose names the things were purchased. Mr. Chas. H. Tweed, a man in whom I had absolute confidence, was the counsel for *the* C. P. Huntington and did all of the drawing of the papers, and my partner, who is dead, Mr. Busher, attended to the transactions. I did the talking and that sort of thing, but as to matters of detail I only dealt with the facts. They put the contracts in shape and I have not refreshed my memory about it or seen them.

Q. These stocks and bonds, then, were either acquired by the I. C. R. R. Co. or by the Mississippi Valley Co.?

A. I would say so, but I am not absolutely certain in whose name the contract was made or whether it was individuals or one of the two companies. I would say that it was one of the two companies, but I am not sure. All that I cared for was to know whether I was selling and what I was going to get for it; that is all I troubled myself about. If you lived in New York as I do, you would find that the business there is classified. We have lawyers there by the thousands and we keep them working there every day in the year; that is the way it is, gentlemen. I am a stranger to you, but those are the absolute facts. You should remember the vast amount of business that I have, and that I could not tell you the details to save my life.

Q. Please look at the map and explain how the trains run. Was there a seperate train run on the Bayou Sara branch?

A. That I could not tell you.

Q. I mean at the time you were president of the railroad.

A. I could not tell you that. I lived in New York and I had no knowledge of how the trains run, I don't suppose, any more than you did. Possibly Maj. Edwards can tell you. I don't know.

Q. Was there a seperate train run on the N. J. & C. R. R.?

A. That I cannot tell you, either.

Q. Was there a seperate train run on the Helena branch?

A. That I cannot tell you. I don't know.

Q. Well, do you know how the trains were run on the Riverside division?

A. No, sir; I do not.

Q. You don't know, then, how the trains were run on the roads?

A. No, sir; I do not.

Q. Who would be able to give that information?

A. I would think that Maj. Edwards as well as anybody. I would think so, but I don't know that any one could do it
375 without refreshing their minds with the schedules.

Q. I want to know whether the trains on the main line run out on the branches or whether they run seperate trains.

A. I think that Maj. Edwards might furnish you with that information. I never knew much more about the physical operation than any one else.

Q. There were three series of bonds, to wit, the four per cent. first mortgage, and the five per cent. second mortgage, and the six per cent. income?

A. Yes, sir.

Q. And the stock that was issued, as I understand, was issued to the construction companies for the building of the road?

A. Yes, sir.

Q. That is, they were issued to them; a renewal of their bonds had been issued?

A. Yes, sir; under the contract, you know, for the main line certain parts of it were issued for that, and then under the building of these branches the second-mortgage bonds. All of the income bonds and all of the stock and certain of the first mortgage and certain of the second mortgage was paid to the construction company for building the main line and for acquiring the Leland branch. That is how the thing was, and then the remainder of the bonds that were issued, the first-mortgage bonds and the second-mortgage bonds, were paid to the Financial Improvement Co., which furnished the money to the L., N. O. & T. R. R. Co. to do this work, and they were paid at the rate of 97½ cents on the dollar in cash for 100% of the first-mortgage bonds, plus 3% of the second-mortgage bonds. That is the way the other branches were constructed—the Leland branch, the Helena branch. I have not the data here. I think, perhaps, Maj. Edwards can give you that.

Q. What I wanted to get at is that these bonds were not sold on the market, but were issued under a contract to the construction Co. for the building and the purchase of the road and branches?

A. Yes, sir; we found it absolutely impracticable to sell them at

any price. The construction Co. tried to sell them and we tried to sell them. They were without credit, and the only way was for the individuals to advance the money to the construction Co. and nurse them until they were marketable, and they were never marketable until the time they were sold. There had never been a day when the construction Co. could have sold them to brokers or otherwise for the actual cost value of them; in other words, there was never a day when the parties who contributed this money could have sold them in the market or otherwise and have gotten their money back.

By Mr. CRITZ:

Q. Are there any other reports of the net and gross income of the road in question from 1887 to 1891 except the reports which you have filed as exhibits to your deposition?

A. Those are the only ones that I have any knowledge of. I don't think there are. I never heard of them, to my recollection, if there are.

Q. Were each of these reports made in the year that they are dated?

A. Yes, sir; as I remember, they were all made subsequent to it. It took some time to get the statements in. I don't know whether they bear the date that they were actually made and issued or not. Sometimes it took two or three months to get the accounts up so that we could make these reports.

Q. Please state why it is that no report appears dated in 1890.

A. The fiscal year was changed, you know, and the other report was issued on June 30th instead of the 31st of December.

Q. June 30th following?

A. Yes, sir; June 30th following.

Q. Did the construction Co. keep no account of the actual expenditures in money in the construction of the road?

Objected to as being incompetent and irrelevant.

A. Well, I say that it did keep an account of the cash expended in the purchase of the property.

Q. Did the construction Co. have any estimates of the engineers showing the amount of work and the amount of money that was actually expended for the work?

Objected to for the same reason stated above.

376 A. Do you mean to enquire whether they had estimates showing this before the work was done or afterwards?

Q. After it was done.

A. I don't know that they had the estimates of the engineers that showed it. I think not. The books showed what was actually expended. As I explained to you awhile ago, it was utterly impossible to make estimates of the costs of these things or approximate anything like it beforehand. You would make a contract with a man and he would break down and he could not do it and you would go ahead and have it done yourself and charge the cost to

the cash account of this Financial Improvement Co. and you would sometimes have to give two or three times as much as the original contract was for.

Q. Did you keep any account of the money that was actually paid out; any record of it?

A. I cannot speak for the construction company. All that I can speak for is R. T. Wilson's forty per cent. and Mr. Huntington and the Pacific Improvement Co. amounted to sixty per cent. I can give you that if you want to know it. The actual cash cost of this road, if that is what you want, I will get it and give it to you.

Q. Well, give us the actual cash cost of the road that was paid out for work that was done and material furnished.

Objected to. Objection overruled. Defendant excepts. All of this testimony is objected — for the reason stated above.

A. The cash cost of this property, with interest computed at eight per cent. per annum, after deducting the receipts and income from the net earnings of the road and everything else that was collected, was $26,339,101.29 in actual cash, with the interest computed on it up to the time that we sold these securities. At six per cent. per annum, it was $22,569,912.94, after deducting all of the net earnings of the road. In other words, it is precisely what the Financial Improvement Co.—what cash was supplied to the road—forty per cent. by R. T. Wilson & Co. and sixty per cent. by C. P. Huntington. That is the cash cost of the road with the interest.

Q. From whence did you get this statement?

A. I got it from my accounts of R. T. Wilson & Co. and the accounts of C. P. Huntington; the money that was advanced and paid to the Financial Improvement Co. with which to do this work, and we took these securities in payment for it. That is the history of the whole thing.

Q. This, then, is the money that you say that you advanced to the Financial Improvement Co. for work?

A. Yes, sir; and it was paid out by the Financial Improvement Co., unless we were robbed by our own men. Here are the men that disbursed it or through whom it was disbursed.

Q. What was the amount of the actual cash paid to the men who did the work and furnished the material, not considering the interest?

A. That I have not got separated. Maj. Edwards may have it. I don't know. The account was kept as a running account. I don't know whether he has it or not. This was the balance after giving credit for every bit of money that came to us from any source of this railroad.

Q. Please state about what it cost per cubic yard to do the earthwork in the construction of this railroad.

A. I have not the slightest idea what it cost. In some cubic yards it would cost one price and some another. It is utterly impossible to approximate it. Take the different kinds of earth, quicksands and buckshot, and sometimes it would cost thirty or forty cents and sometimes it would cost a dollar a yard, and there

where the quicksands came into the tunnel I won't approximate it because I cannot. I just know one thing. I believe that the work was honestly and conscientiously and economically done as it could be done. I had men at it in whom I had the utmost confidence and this is the money that he drew for doing the work. After giving all credits that is the balance, and, looking back over it, I can say candidly that I don't see how I could have constructed it more economically than I did. I had the best men that I could employ, and that, I think, is the most economical piece of work that I ever did. That was a most difficult piece of work and the most
377 wonderful outcome that I ever had in my life, and I think that it was only finished by having people that never knew how to let up or to say what it was to stop—Mr. Huntington and myself—and if we had not we would have lost everything that we had there. These items of construction that you see charged here in the reports will more than consume the net earnings, and it was absolutely necessary to keep the property in a condition so that it could earn anything at all. There were places to replace, and then there was this buckshot land, the track would sink down, and there were hills there at Vicksburg to cut through, and there were trestles that we had to build in a hurry out of timber that soon rotted out; and in the swampy portion of it, it was not much better than the hills. It may seem large to you gentlemen, but if I had to duplicate it, under the then existing circumstances, I don't believe that I could duplicate it for a cent less. If there was a dollar expended there wastefully and without due diligence and foresight that could have been avoided I have no knowledge of it.

Q. State, if you can, what the wood-work cost per thousand feet.

A. Well, I have no idea of what it did cost per thousand feet; trestles, etc. I have no idea about it. I can only say in respect to the first lot of cross-ties that we attempted to procure a lot from the Yazoo river. They had to come up the river and drag them out and saw them, and float them down, too. I would think that they cost double as much as ties usually cost—getting them and bringing them to the places where they had to be used. Now, Maj. Edwards may be able to tell you more about these details than I can, but I want you gentlemen to take this whole situation in. It is proper and right that you should know the whole facts in this case. Imagine yourselves in an almost inpenetrable wilderness and attempting to build a railroad and the river washing you away as fast as you would put it up, and then come down to Big Black swamp and see what we had to contend with there—the river rising up—and follow me up to the hill sections if you have not been there. If you have not been, go and see it. No way to reach it there by railroads or anything of the kind. We had to have these ties all hauled up there across swamps, and this bridge timber and all that sort of a thing, and then you will see the reason for the cost of this road.

Q. Do you mean to say that you, as a member of the construction Co., paid out this money for this work without knowing what the earthwork cost or the wood-work cost, and you paid it out without

having or seeing an engineer's estimate of what work was actually done?

A. I don't mean to say any such thing. I mean to say that those are the things that I did not charge my mind with. I had an organization in whom I placed absolute and entire confidence. I would see the general lump sums and the results of things, but as to going into the details of them, except when they were brought to my attention, I never thought of doing so. I have had men that I have known all of their lives. I can say honestly here that I don't think that there was a single dollar wasted that could have been avoided by the best possible diligence.

Q. You never knew in fact the details of the amount or kind of work that *that* was done?

A. Well, I never knew it in the sense of examining and going over it. No, sir; nothing like it. There was a man in my office that had charge of them. He was a gentleman that every one that knew him had as much confidence in him as I did. His name was Mr. Busher, and he died two years ago. He was connected with the whole transaction, and he is the man that had charge of my books for over twenty-five years, and he only gave me the results. I would have trusted him with my life—everything. I relied upon him. As I say, I directed the policy of R. T. Wilson & Co. The whole person-el was directed by me, but Mr. Buscher had charge of these things and entering these things. I never looked after any of the details at all. I knew all about them first, last, and all the time, as I did everything that I had anything to do with, but I did not know them in detail, as the question you put. It would probably take me a month or two months to get what you want if I had access to the papers and I have not, but that they were correct I know and believe.

378 Q. If you had access to what papers?

A. To the original papers, if they were preserved; the original papers of the detail of the construction; the number of the cubic yards and the cost and what this item of money was expended for and what that item was expended for and the number of feet of trestle and the cost; the bridges that were washed out and replaced, and what the engines cost. I don't know that they are in existence. I suppose that they are not. They would take up more room than I have to put them in. Those items were all kept in the South.

Q. If such papers ever existed, in whose custody were they?

A. Well, I really don't know. They were originally in the custody of Maj. Edwards, I suppose.

Q. Maj. J. M. Edwards?

A. Yes, sir.

Q. What position does he hold now?

A. Maj. Edwards is the confidential man in my office and is entrusted with the management of nearly all my work in the construction of railroads and street railroads, much as he was then, except that now he has moved to N. Y. He has never had such a position as that before. Mr. Buuher, who was my partner for years,

was the man that held that position in my office, and, in a certain sense, Maj. Edwards holds that position now.

Q. I simply had reference to in what capacity he had these papers.

A. I am speaking of what he is now. He remained with the L., N. O. & T. R. R. Co. for some time after I sold out there. All of these papers, as I remember, were left down there.

Q. Were these papers, if they ever existed, left in the possession of Maj. Edwards, as an officer of the L., N. O. & T. R. R. Co.?

A. Well, I should think not. I would think, as an agent of the Financial Improvement Co., but I don't know.

Q. Is this Financial Improvement Co. still in existence?

A. Well, I think it is. Mr. Huntington had control of the company—the majority—and he took it away from New York, and I think that he took it to New Orleans, with Mr. Hutchinson and some of those people down there—some of his roads. It had no value whatever, and I don't know where it is really, but I think that it has headquarters in New Orleans for the organization of some of his roads down there.

Q. Were not these papers which should show the details of this work turned over to the consolidated company after the consolidation in 1892?

A. Well, I don't know that there was any consolidated Co. What company do you speak of now?

Q. The Yazoo & Miss. Valley.

A. I don't know anything in the world about that. I don't know really whether they were or not. As to the consolidation—officially I don't know that there was ever any consolidation made.

Q. Was not this work of the Louisville, New Orleans and Texas R. R. done by subcontractors?

A. I think it was done in every way—subcontractors and directly and every way. As I have stated to you, they would sometimes contract for a lot of work and the contractor would break down, and it would come back and we would have to recontract for it. It was done in every way. It was just like marching an army through there. You had to get over the places the best you could. It was a difficult country and it was done every way.

Q. Did not the L., N. O. & T. R. R. Co., of which you were the president, become the owners of all the lands that was deeded by the State of Mississippi to E. C. Gordon in the delta and along the line there?

Objected to on the ground that it is irrelevant and incompetent.

A. Well, I cannot say, as far as I know, that. They never acquired any land the title of which came through E. C. Gordon that I am aware of. It may have been done so, but I never traced the titles.

Q. Did not the L., N. O. & T. R. R. Co. acquire all the lands that belonged to the Memphis & Vicksburg Co.?

A. I think they did.

Objected to as being incompetent and irrelevant to the issue.

379 Q. Under the act of the State of Mississippi in the year 1888 did not this L., N. O. & T. R. R. Co. file a list of all their lands here in the auditor's office to have their titles quieted under that act?

A. I don't know. I think likely it did. My recollection is that there were some steps taken to have it done. I don't know whether the list was all filed or not. If they were filed, they were filed by Maj. Edwards or some other party besides myself. I did not file them; I don't think that I did.

Q. Has not the L., N. O. & T. R. R. Co. since that list was filed sold a large quantity of the said lands at from four to six dollars per acre to individuals?

All of the questions and answers relating to these lands are objected to by the defense.

A. Well, I think that it sold considerable lands, but at what prices I don't remember. I notice in this report, if you want the history of the land—I don't know that that is exactly relevant to your question, but it will probably give you the history.

Q. State what year that is in.

A. It embraces everything that was sold. It is the report of the 30th of June, 1891. There is what seems to be the gain over all the land sold in town sites up to that time—that is, collected—about $169,000.00. That is the net gain as I read that in there. There is a very large lot of the land, as I remember, that was sold nearly altogether on credit. They would make small payments and then relapse, you know, and we really realized very little money out of it. We had claims for a considerable body of land, but there was not more than one in ten, probably, that made more than the first payment. Sometimes we did not exact the first payment, because our object was to get the country settled up.

Redirect examination.

By Mr. MAYES:

Q. Major, you have been asked about the receipts from the-e land sales. Those receipts are shown by these reports?

A. Yes, sir.

Q. The net of them?

A. Yes, sir.

Q. What you mean by the net is the amount that you received, less the amount of the cost and taxes, etc., by way of expenses?

A. Yes, sir.

Q. Well, now, Major, is it or not true that when you said awhile ago that the railroad Co. had cost in actual cash on the six per cent. basis about twenty-three millions of dollars over and above the receipts that the land receipts were computed in that estimate?

A. They were deducted from the money that we furnished of the cost of the road.

Q. Mention has been made once or twice of Mr. Busher. He was a member of your firm, was he not?

A. Yes, sir.

Q. While these transactions were going on?

A. Yes, sir.

Q. He was just as much a member of the firm as you were?

A. Yes, sir; just exactly. We came together after the war—right after the war—and he was one of the most competent men in books and accounts that I have ever seen in my life, and the dearest man to me.

Q. You have spoken of some of the difficulties in constructing the road and the obstacles that were to be overcome in the construction. I will get you to state whether those difficulties are peculiar to the country in which the road runs.

A. They were.

Q. Extraordinary difficulties?

A. Yes, sir; extraordinary difficulties. The nature of that section of the country, particularly between Vicksburg and Memphis, presented difficulties the like of which I have never seen in the construction of any other piece of property that I have ever had anything to do with, and it was more difficult to forecast the cost than any piece of railroad that I have ever had anything to do with.

380 Q. Major, do you know enough about the locality down there to know whether the road, being completed as it is, is still to any extent subject to the difficulties that were found in its construction, such as overflows and such things as that? Is it true that the danger has passed away?

A. No, sir; I don't regard it as a danger that has entirely passed away at all. On the contrary, I greatly fear a recurrence of the periodical floods that we have had in epochs of every five or ten years.

Q. You mean the floods of the Mississippi river?

A. Yes, sir.

Q. And its tributary streams?

A. Yes, sir; that is what I mean, and then in addition to that, owing to the nature of the soil, it is much more difficult to operate and maintain a road-bed there than in any other soil that I have ever seen in my life. It is excessively difficult to do so.

Q. Major, I will direct your attention to this point: In the course of your cross-examination you have spoken of the expenditures to be made there from year to year, which you have spoken of as being construction expenses. I will get you to say whether this road could have been operated without meeting these expenses.

A. I don't believe that it could.

Q. So that if these expenses were not to be classed as construction expenses, they were to be classed as operating expenses?

A. As absolutely necessary operating expenses, and in ordr to give the road any earning capacity at all they had to do it.

Q. Major, you were asked the question on cross-examination as to whether there were any other reports or records than those four or five that you have filed here as exhibits to your deposition, and

you answered that you believed that there was not. Did you mean by that to indicate that there were no other books?

A. No, sir; I did not.

Q. What did you mean by that expression?

A. I meant that there were no others published and kept seperately.

Q. Reports to the stockholders?

A. Yes, sir.

Q. There were other books kept?

A. Absolutely, I think, that the books showed everything of this thing, whether it was published or not.

Q. You were asked something about your knowledge of the operation of the trains on these branches, on the Riverside division and the Helena branch and the Woodville branch. You answered that you did not know about that. Were you in superintendence of the operating department of the railroad?

A. Never for a moment.

Q. Major, I see from the charter book on the 18th of September, 1884, a mortgage was exeeuted by the L., N. O. & T. R. R. Co. to the Metropolitan Trust Co. of New York as trustee. Do you remember anything about that mortgage? Do you remember about that? It was the first mortgage that was given in the year 1884?

A. Yes, sir; I remember that.

Q. That is a mortgage on the railroad and all its appurtenances to secure the issuance of bonds, not to exceed at their par value the sum of $20,550,000.00, to bear interest at the rate of five per cent. per annum. Do you remember the execution of that mortgage?

A. Yes, sir; I remember that.

Q. Then there was another mortgage executed by the L., N. O. & T. R. R. Co. to the Union Trust Co. of New York, as trustee, on the 25th day of August, 1886, which was given to secure bonds to the amount not in any case to exceed at the par or face value of such bonds the sum of $16,000,000.00 first-mortgage bonds, to bear interest at the rate of four per cent. per annum?

A. Yes, sir.

Q. You spoke in your cross-examination about the alteration of these first mortgages. These are the mortgages that you spoke of?

A. Yes, sir; those are the two mortgages that I spoke of.

Q. This mortgage of 1886 that I call your attention to was
381 the mortgage that was executed to bring about the reduction of the interest on the mortgage of 1884?

A. Yes, sir; it was, as I told you today. It was found or at least it was thought that the net proceeds from the operation of the road would not suffice for a long time to reach an amount that would enable us to sell the first-mortgage fice per cent. bonds, on which, as I remember, there was no interest that had been earned and paid from the date of the issuance to 1886. It was thought to be best. It would be possible to reach a point sooner where they could sell these bonds if they were still to reduce the interest charges as therein stated. It was covering more road at that time than it was originally because we had built some after the purchase. We wanted to

reduce the amount of the outstanding fixed obligations to the point at which we thought that we could be safe in telling purchasers and investors that they could buy these bonds with confidence, and therefore we reduced the amount of the first-mortgage bonds and the rate of interest and made the second-mortgage bonds, in which this was brought. That is the second-mortgage bond of 1886. That is the way it was done, and that was the reason for doing it.

Q. What became of the bonds that were conte-plated by the second mortgage of 1884?

A. They were incomes, you know. They were not seconds. They were income mortgage and they remained.

Q. That is the mortgage to Pardee & Crolius?

A. Yes, sir; that is my recollection, that they remained.

Q. Now, refer to these reports to the stockholders which have been put in evidence as a part of your cross-examination. I see at the foot of page 8, for instance, on the report of 1887, the first annual report, and the same note appears in the second annual report at the foot of page 10, and the same note appears in the third annual report at the foot of page 11, and the same note appears at the foot of page 16 in the fourth annual report. Now, this note says that the first-mortgage bonds are fifty-year four per cent. gold bonds, dated in 1886, interest payable March and September 1st. I want to ask you if they are the same series of bonds that are secured in this first mortgage of 1886.

A. They are.

Q. The first mortgage of 1886 grew out of the first mortgage of 1884?

A. Yes, sir.

Q. This note further says that the second-mortgage income bonds are fifty-year five per cent. currency bonds, dated 1886, interest accumulative, payable March and September the first, commencing in September, 1888, and payable one year only when earned. That is the fifty-year five per cent. bond. Is that the same series of bonds or not that is spoken of in this second mortgage of 1886?

A. Yes, sir; it is.

Q. This note says further that the income bonds are fifty-year six per cent. currency bonds, dated 1884, interest non-accumulative and payable September 1st and first of March, if earned. Is that or not the same series of bonds that is referred to in the income mortgage of 1886 and income mortgage of 1884?

A. The series of bonds thus referred to in this 1884 and 1886, one is non-accumulative income bond, and those are the bonds issued under the mortgage of Pardee & Crolius, dated in 1884. These second-mortgage accumulative income bonds are those issued under the mortgage of 1886.

Q. Now, then, these three series of bonds are the same series of bonds that are secured in this mortgages of 1884 and 1886?

A. Yes, sir.

Q. I want you to state whether or not these three series of bonds referred to in this note are the same series and are those bonds that you spoke of as being paid to the Financial Improvement Co.

A. They are.

Q. They constitute a part of these bonds?

A. Yes, sir. Now, it is possible and even probable that a great number of the first-mortgage bonds had been made and delivered up to the Financial Improvement Co. was issued under the first mortgage of 1884, if they were so issued, and the- when it was found the road could not earn sufficient money to sell them they
382 were placed in trust to secure this series of first and second bonds — were issued under the second-mortgage income bond of 1886. They were placed in trust with the Union Trust Company and they held them as trustee.

Q. Are these the same bonds that went into the hands of these parties to whom you sold, whether is was the Illinois Central R. R. Co. or whether it was the Mississippi Valley Co.? They are the same bonds?

A. They are the same bonds; the bonds issued under the first mortgage of 1886 and the second-mortgage accumulative of 1886 and those of 1884.

Q. Whether it was the I. C. or the M. V., you don't know?

A. No, sir.

Q. Major, you have been requested by the counsel for the plaintiff to make as an exhibit to your testimony these four annual reports, and there are one or two items here that I want to call your attention to and ask you to explain. I will get you to take the first annual report and look on pages 3 and 4 and you will see the table which strikes the balance on the top of page 4, leaving $173,257.71. I will get you to explain that balance and show whether it was applicable to dividends. I mean the table which concludes with the statement of transportation earnings of $2,200,000.00; operating expenses, 1,500,000.00, in round numbers; earnings from operating expenses, $700,000.00; and then after deducting the taxes and other yearly charges against the fund, strikes a balance of $173,857.71.

A. That shows the balance of $173,257.71, resulting from what is called the net earnings, less the payment of taxes and miscellaneous expenses and the rent of the Port Hudson road; the interest on the first-mortgage bonds of $445,600.00. These items aggregating $548,000.00 left this balance.

Q. Why was not it applied to distribution among the stockholders?

A. In the first place, then, there was the interest on these outstanding second-mortgage bonds which amounted that year to —. There was no interest on the income bonds paid, and the note shows that the interest on the second-mortgage bonds did not begin to run until the first of September, 1888. For this balance would have been applicable to the interest on these income bonds but for that fact, and the income bondholders might have so compelled us to apply them, except for the fact that there was that year an expenditure that year for the construction which was made up of bills for the main line, and of these detailed items, putting in side tracks, etc., $522,193.94. Now, that $172,000.00 taken from this was applied to the payment of these items of construction.

Q. If it had not been so applied the holders of the income bonds would have been entitled to it?

A. Yes, sir; and after applying it, it will be observed that all of the earnings of this road for this year did not suffice to pay the interest on the first-mortgage bonds and what was absolutely expended for construction by $353,000.00.

Q. Well, now, here is the second annual report, and on page 4 of the same you will find the same sort of a table showing the balance of $95,652.00. I will get you to make an explanation along the same line about that matter.

A. The earning over operating expenses for that year, with other receipts, was $652,441.59. Now, all of these items I spoke of included the interest on the first mortgage bonds, amounted to $556,789.36, which leaves a balance as resulting from that operation of $56,652.23.

Q. That is against the road?

A. No, sir; there was that much surplus. Now, then, we come back to the same account and what was done with the surplus. It was not applied to pay interest on the income bonds. It was applied to pay these debts, and then it did not suffice. That year we spent in the construction account the sum of $278,872.04, showing that the road got in debt that year for these absolutely necessary things $183,220.00.

Q. And if it had not been needed to make that application of that nominal balance, then the interest on the second-mortgage bonds would have been entitled to take it?

A. No, sir.

383 Q. Did not the second-mortgage bonds come into play then?

A. No, sir—yes, sir; there was four months' interest on the second-mortgage bonds.

Q. And all of the interest on the income bonds?

A. Yes, sir; if in this case it had not been spent—if this balance, $95,652.00, had not been spent for the construction purposes and supplemented by the amount that I have stated, this $95,652.00 would have been applicable to the payment of the interest on the second-mortgage bonds.

Q. Four months' interest?

A. Yes, sir.

Q. And after that the interest on the income bonds?

A. Yes, sir.

Q. On the 3rd Annual Report, pages four and five, there is the same sort of a table. I will get you to make an explanation on the same line about that. That shows the nominal balance of some $600,000.00.

A. That represents the apparent surplus after paying the interest on the first-mortgage bonds, and not paid on the second-mortgage or income bonds leaves a surplus of $615,023.78. Now, that year we spent for construction $357,615.65. That taken from the apparent surplus it would have left a gain. It would have shown that. That left a surplus of $257,408.00 over and above paying the construction account for that year, and also paid the interest on the first-mortgage

bonds. That was not applied to the payment of the interest on the second-mortgage bonds, as I now remember, for the reason that the road had been carrying an indebtedness that was in excess of the receipts for several years previous and it went in payment of that. It went in payment of the construction debt.

Q. If it, however, had not been so disposed of, then the whole $600,000.00 would have been applicable, and no dividend could have been made to the stockholders, but to the liquidation of the due interest on the second-mortgage bonds unpaid, and also the annual interest on the bonds which were non-accumulative?

A. Yes, sir.

Q. Now, Major, on page five of the Fourth Annual Report you will find a similar table. I will get you to make an explanation about that on the *the* same points.

A. This shows a surplus of $371,181.13 after paying taxes and miscellaneous expenses. The interest on the little floating debt amounted to $16,000.00, the interest on the mortgage bonds making up $754,245.83, which deducted from the reported net earnings of this year, $1,071,426.96, left a surplus of $317,181.13. We spent that year for construction $612,105.80, leaving a deficit of —. That year we spent for the payment of the interest first-mortgage bonds and construction $294,922.67 more than we received from the net earnings of the road from any source.

Q. If that disposition had not been made of the money?

A. It would have been applicable and payable on the interest of the second-mortgage bonds.

Q. And after that the income bonds?

A. Yes, sir.

Q. Well, now, to sum it all up, is it or not true that during your connection with this L., N. O. & T. R'y Co. they were able in any year to pay the interest on the income bonds?

A. They were not able, so far as I remember, to pay the interest on the income bonds.

Q. Or were they able to pay the interest on the second-mortgage bonds?

A. They were not. In respect to this construction, in order that you may understand it correctly, the construction that we are talking about was done by the L., N. O. & T. R'y Co. in the manner that I have stated, and the deficit was carried along in the shape of a floating debt. This does not refer to the construction done by the Financial Improvement Co.

Q. Your testimony about the improvements done in these four annual reports?

A. Yes, sir; that is one thing that the railroad did.

Recross-examination by Mr. BECKETT:

Q. In speaking of the cost of the construction of the L., N.
384 O. & T. R. R. you — the cost of construction of the entire lines — States of Tennessee, Mississippi, and Louisiana?

A. I do.

Q. And the depots and depot grounds in all the States?

A. Yes, sir; but the cost of construction as shown by the books does not embrace what is called the South Port branch or elevators, either.

Redirect examination by Mr. MAYES:

Q. In the construction of the road how did the cost of construction in Mississippi compare with the cost of construction in Louisiana and Tennessee?

A. I think that it was very much more expensive; in fact I know that it was. The average cost per mile in Mississippi was very much more than it was in the other States.

Q. That part that was in the Mississippi delta?

A. Yes, sir; and that through the hills at Vicksburg and in the wilderness.

Q. The portion in Tennessee was very short?

A. Yes, sir; it was very short and it was very easy of construction. It is proper for me to say in connection with it—I don't want to mislead anybody—that the terminals in New Orleans and Memphis were somewhat expensive. I have asked myself this question, as to whether or not, including these terminals, *whether or not* it was not more per mile in those States. I don't think that it would have been including the cost of the terminals. I can make a half dozen items in the State of Mississippi that have cost more than all of the terminals. The cost of the shops in Vicksburg and that terrible Yazoo bridge. It cost us $278,000. It almost knocked me down. The item of the Big Black bridge that washed away from there. It cost us all of $100,000.00, I suppose. Take the item of the terrible big divide that we had so much trouble with. I thought that we could build it for $20,000.00 and it cost us over $100,000.00, to say nothing of the bridges in Mississippi. Take the amount of trestling that we had, amounting to fifty miles of trestle, and I suppose that four-fifths of it was here. I think that cost us $27,000.00 a mile, and you will find that it cost over a million and a half dollars, and it kept washing away, because we had to build it at first out of poor timber. These things all made a terrible impression on me and I remember them.

By agreement of counsel the originals of Exhibits "A," "B," "C," & "D" to deposition of R. T. Wilson are to be used on the trial of this cause and are therefore not copied into this record.

385 EXHIBITS TO WILSON'S DEPOSITION.

Construction Contracts.

Memorandum of an agreement made and entered into this twenty-seventh day of December, eighteen hundred and eighty-two, by and between the Memphis & Vicksburg Railroad Company, a corporation created by and existing under the laws of the State of Mississippi of the first part, and William M. Johnston, of the city, county and State of New York, of the second part.

Whereas the party of the first part is desirous of employing the party of the second part, to build and equip its main line of railroad from the city of Vicksburg in the State of Mississippi to the northern boundary of the said State in the county of De Soto in the direction of the city of Memphis in the State of Tennessee and such branches thereof as taken together with such main line shall not in the aggregate exceed five hundred miles in length of main line and branches or to build and equip so much of such main line and such branches as the party of the second part may elect to build and equip upon the terms and conditions hereinafter mentioned, and whereas the said party of the first part is without the means of paying for the building and equipment of such main line and branches except by the creation and issue of its securities therefor, and,

Whereas the said party of the second part is now the holder of the partially paid capital stock of the party of the first part to the extent of — shares thereof.

Now therefore this agreement witnesseth that in consideration of the premises and of one dollar by each of such persons to the other in hand paid the receipt whereof is hereby acknowledged the said parties have undertaken and agreed and do hereby undertake and agree to and with each other as follows that is to say:

First. The said party of the first part as soon as the same can be conveniently shall create,

(A.) First-mortgage bonds of the said party of the first part having fifty years to run with interest payable semi-annually either
386 at the rate of six per centum per annum or five per centum per annum or partly at the rate of six and partly at the rate of five per centum per annum as may be agreed upon by the parties hereto and such mortgage bonds shall be issued, if and so far as they shall bear interest at the rate of six per centum per annum at and after the rate of twenty thousand dollars per mile and if and so far as they shall bear interest at the rate of five per centum per annum at and after the rate of twenty-four thousand dollars per mile and all such bonds shall be secured by a first mortgage upon the railroad and other property and rights and franchises of the party of the first part whether already acquired or hereafter to be acquired excepting only the lands of said company now or hereafter acquired which are not and shall not be required or convenient for the use of the party of the first part in the construction

or operation of its railroad and branches. The terms and provisions of such first mortgage shall be such as shall be prescribed in that behalf by said party of the second part.

(B.) Non-accumulative income bonds having fifty years to run and bearing interest at the rate of six per centum per annum which shall be issued at and after the rate of twenty thousand dollars per mile of railroad completed ready for operation and which shall be secured by a first mortgage upon all such lands of the said party of the first part as are to be excluded from the effect and operation of the first mortgage as hereinbefore prescribed but suitable provision shall be inserted in the mortgage securing said income bonds permitting the party of the first part by means of its land department or otherwise to sell and dispose of the lands mortgaged thereby or any part thereof upon such terms as may be satisfactory to it and to give title thereto free and discharged from such mortgage provided that the proceeds of such sales or disposition thereof shall be applied to the discharge of such income bonds or shall be held in trust by or under the directions of the trustee of such mort-
387 gage as security for the outstanding income *income* bonds secured thereby. The terms and provisions of such income mortgage shall be agreed by and between the parties hereto.

(C.) Capital stock of the party of the first part at and after the rate of ten thousand dollars per mile.

Second. So much of the railroad and branches of the said party of the first part as shall be built by the party of the second part under this contract (which however is not to exceed in the aggregate five hundred miles in length) shall be built in a good substantial manner and except as to branches, switches, sidings and turnouts and portions constructed over "buckshot" lands (so called) shall be laid with steel rails weighing fifty pounds to the lineal yard and bu-dging ans superstructure shops and equipment therefor shall be provided to such an extent and of such a character as is usual and customary for new railroads in that section of the country and rolling stock shall be furnished for so much of said railroad as may be so constructed at the rate of twenty-five first-class and five second-class hand or second-class locomotives, twenty passenger cars, seven baggage and mail cars, four hundred freight cars and ten stock cars for five hundred miles of main line and branches but it is understood that said party of the second part is not to be bound to ballast the track of said road further than he may elect so to do.

Third. Upon the construction ready for operation or other acquisition as hereinafter expressed of each and every twenty miles of such main line and such branches which may be constructed or acquired under this contract the party of the second part shall be entitled to demand and receive from the said party of the first part such first-mortgage bonds and such income bonds and such stock to the extent per mile to which it is hereinbefore prescribed that they shall be issued respectively, viz:

First-mortgage bonds to the extent of twenty thousand
388 dollars per mile if and so far as they bear interest at the rate of six per centum per annum and to the extent of twenty-

four thousand dollars per mile if and so far as they bear interest at the rate of five per centum per annum. Income bonds at the rate of twenty thousand dollars per mile and stock at the rate of ten thousand dollars per mile; and the said party of the first part will deliver to said party of the second part upon demand all the subsidies which the said party of the first part shall then be entitled to receive whether by exchange of its capital stock for lands of any State or county, town od city or otherwise howsoever; provided however that said party of the second part shall elect to *rp*ovide or to authorize the party of the first part to *rp*ovide such capital stock as shall be required for exchange for such bonds, money or other property or thing of value as shall be proposed to be given in exchange therefor.

Fourth. In case the party of second part may be able to make sales of such first-mortgage bonds in advance of the period at which he would be entitled — them under the foregoing provisions hereof then the said party of the second part shall upon demand therefor be entitled to the immediate delivery to him of first-mortgage bonds issued at the rate or rates aforesaid upon the whole of such line of railroad and branches or from time to time to the immediate deliveries of such portions thereof as he may have sold upon condition that the proceeds of the lands so delivered to him in anticipation of his right to receive the same under the foregoing section hereof shall be lodged with the trustee of the first mortgage or with such custodian as may be agreed upon by the parties hereto and shall only be withdrawn by said party of the second part as and when he would otherwise be entitled to receive bonds from the party of the first part under the foregoing section hereof.

Fifth. The party of the first part shall at all times transport the men, materials and supplies of the party of the second part free of charge and shall at all times free of charge furnish all neces-
389 sary or convenient construction trains required in building the road during the pendency of this contract. Provided however, that said party of the second part shall pay all hands employed on the trains exclusively used in the construction of said road.

Sixth. Any line of railroad constructed ready for operation and connected or to be connected with the line of railroad of the party of the first part (whether now constructed in whole or in part or freshly constructed by said party of the second part) which may be tendered to the party of the first part by said party of the second part or shall be in any way acquired by said party of the first part at the cost or expense of the party of the second part shall be accepted on a part of the main line and branches covered by this contract and shall be paid for accordingly upon the terms hereinafter expressed; provided that the parties hereto shall have theretofore agreed that the line of such railroad is one which it is to the interest of the party of the first part to control.

Seventh. When and as any full-paid stock of the party of the first part, shall be delivered to the party of the second part under this contract, the party of the second part shall surrender to the party of

the first part for cancellation so much of the partially paid stock of the party of the first part which he now holds as hereinbefore stated as may be necessary to prevent such delivery of such full-paid stock from causing or producing any overissue of stock beyond the amount which the party of the first part is or shall be authorized to issue under its charter, if any such surrender for cancellation shall be necessary for that purpose.

Upon the fulfilment by said party of the first part of the stipulations on its part hereinbefore contained (if he has not elected to do so before that date) the said party of the second part shall surrender for cancellation the partially paid stock of the party of the first part which he now holds as hereinbefore stated, so far as the same shall not have been theretofore surrendered for cancellation
390 under the foregoing paragraph of this agreement.

Eighth. It is understood and agreed that the said party of the second part shall be at liberty to form or cause to be formed a construction company which shall be substituted in his place in reference to the matters referred to herein, and the rights, privileges and obligations hereinafter expressed.

Ninth. It is understood and agreed between the parties hereto that the party of the second part shall have the right to use the corporate name of the party of the first part in making any contracts in or about the building or acquisition of any of the main line or branches hereinbefore referred to whenever he may deem it best to make such contracts in the name of said party of the first part instead of in his own name.

If and so far as the party of the first part has since the 26th day of April, 1882, made contracts with any persons or parties for the construction of any portions of the line of railroad or branches hereinbefore referred to or for any work or materials relating thereto or connected therewith, the said contracts are hereby assigned and transferred to the party of the second part who hereby assumes the performance thereof and undertakes and agrees to repay to said party of the first part any and all disbursements and expenses in anywise made or incurred by the party of the first part in or about or in connection with such contracts.

In witness whereof the party of the first part hath caused its corporate seal to be hereunto affixed and the same to be attested by its secretary and treasurer and the party of the second part hath hereunto set his hand and seal the day and year first above written.

THE MEMPHIS & VICKSBURG RAILROAD CO.,
By R. T. WILSON, *Pres't.*
W. M. JOHNSTON. [SEAL.]

[SEAL.]
Attest: C. H. BOSHER,
Sec'ty & Treas.

Signed, sealed, and delivered in presence of—
WILLIAM H. CLARKSON.

391 STATE OF NEW YORK, } ss:
City and County of New York, }

Personally appeared before me, William H. Clarkson, a commissioner of deeds of the State of Mississippi in and for the State of New York and a commissioner of deeds of the State of Tennessee in and for the State of New York, R. T. Wilson, president of the Memphis and Vicksburg Railroad Company aforesaid, the foregoing-named bargainer, with whom I am personally acquainted, who acknowledged that he executed the foregoing instrument for the purposes therein contained; and he also acknowledged that he signed, sealed, and delivered the same on the day and year therein mentioned as his act and deed and the actual deed of said company.

And the said R. T. Wilson, being by me first duly sworn, *he* did depose and say that he, the said R. T. Wilson, was the president of the said The Memphis and Vicksburg Railroad Company, & that the seal affixed to the foregoing instrument was the corporate seal of said company; that it was affixed thereto by order of the board of directors of said company, and he signed *he* name thereto by the like order as the president of said company.

In witness whereof I have hereunto set my hand and affixed my official seals this 5th day of January, A. D. 1883.

[SEAL.]
[SEAL.]

WILLIAM H. CLARKSON,
Commissioner for Mississippi and Tennessee in New York, 117 *Broadway, N. Y. City.*

STATE OF NEW YORK, } ss:
City and County of New York, }

Personally appeared before me, William H. Clarkson, a commissioner of the State of Mississippi in and for the State of New York and a commissioner of deeds of the State of Tennessee in and for the State of New York, residing in said city of New York, William M. Johnston, the foregoing-named bargainer, with whom
392 I am personally acquainted, who acknowledged that he executed the foregoing instrument for the purposes therein contained, and he also acknowledged that he signed, sealed, and delivered the same on the day and year therein mentioned as his act and deed.

In witness whereof I have hereunto set my hand and affixed my official seals this 30th day of December, A. D. 1883.

[SEAL.]
[SEAL.]

WILLIAM H. CLARKSON,
Commissioner for Mississippi and Tennessee in New York, 117 *Broadway, N. Y. City.*

393 Agreement made and entered into this twenty-seventh day of December, one thousand eight hundred and eighty-two, by and between the New Orleans, Baton Rouge, Vicksburg and Memphis Railroad Company, a corporation created under the laws of the State of Mississippi, of the first part, and the Financial Improvement Company, a corporation created under the laws of the State of Colorado, of the second part.

Whereas, the party of the first part by its charter, approved March 9, 1882, is authorized to locate and construct a single or double standard-*guage* railroad or way, from the city of Vicksburg in the county of Warren, in the State of Mississippi, on or by that route which said company may determine to be the most practicable, towards the city of Memphis in the State of Tennessee, and to such a point on the line dividing the State of Mississippi from the State of Tennessee as the company may determine upon, and also from the city of Vicksburg by or — any route which said company may determine to be the most desirable toward the city of New Orleans in the State of Louisiana, and to such a point on the line dividing the State of Mississippi from the State of Louisiana as the company may determine upon, and also to run a branch from any point on said road, to the city of Natchez in the county of Adams in the said State of Mississippi.

And whereas, it has been agreed by the parties hereto that the said party of the second part, so far as it may elect to do so, is to have the right to construct such line of railroad and branch, or any parts or portions thereof upon the terms and conditions hereinafter stated.

Now therefore this agreement witnesseth, that the parties hereunto have covenanted and agreed, and do hereby covenant and agree, to and with each other as follows, that is to say:

First. The line of said railroad and of such branch shall be located by the party of the first part, and the surveys and profiles thereof shall be furnished to the party of the second part with all needful dispatch so as not to delay the progress of the work.

Second. The party of the first part shall acquire and pay for the rights of way and grounds for depot, station and section
394 houses, machine shops, turn-tables, round-houses, water stations and tanks, sidings, turnouts, yards and all other grounds and ground privileges needful for said line.

Third. If and so far as, the party of the second part shall elect to build such line od railroad and such branch, or any parts or portions thereof, the same shall be constructed in a good, substantial manner, and the grading and superstructure shall be of the character customary for new railroads in that section of the country and steel rails shall be laid upon the whole of the main line of said railroads and such branch, except so *dar* as, if at all, it may be agreed by the parties hereto that it is expedient that an iron rail should be substituted therefor; and the said railroad shall be equipped with an amount of rollinf stock which will enable the said party of the first part to transact with reasonable facility such

business as may be reasonably expected to be done by it when the same shall be opened for traffic.

Fourth. If, and when, each section of ten miles of such railroad shall be constructed and equipped ready for operation, then the said party of the first part shall deliver to the party of the second part in payment therefor first mortgage bonds of said party of the first part of the character hereinafter mentioned to the amount of twenty thousand dollars ($20,000) per mile and income bonds of said party of the first part of the character hereinafter mentioned to the amount of twenty thousand dollars ($20,000) per mile and full-paid capital stock of said party of the first part to the amount of twenty thousand dollars ($20,000) per mile, but the said party of the second part shall have the right at any time, and from time to time, to demand and receive from said party of the first part, such first-mortgage bonds predicated upon the entire length of such chartered line of railroad of the said party of the first part, with the branch thereof above referred to, or such portions of such bonds as it shall from time to time elect to receive, provided however, that the proceeds of any and all sales of such bonds shall be placed in the hands of some third party to be agreed upon by the parties hereto, to be paid over to the said party of the second part
395 only to the extent to which the said party of the second part would be or shall from time to time become entitled under the foregoing clause of this section of this agreement to the lands of which such moneys are the proceeds.

Fifth. The first-mortgage bonds, hereinbefore referred to, are to have fifty years to run and to bear interest at the rate of six per cent. per annum and to be secured by a first mortgage upon the property and franchises of the said party of the first part. The terms and provisions of such mortgage are to be agreed upon between the parties hereto. The said income bonds are to be non-accumulative and are to have fifty years to run and be entitled to interest at a rate not exceeding six per cent. per annum, if, and so far as, the net earnings of the party of the first part in each year after payment of all charges and expenses of the said company for operating expenses, interest, improvements, further acquisitions or otherwise shall enable it to pay the same.

In case the delivery to the said party of the second part of such full-paid stock would at any time cause or produce an overissue of the stock of the party of the first part beyond the amount which it shall at such time be entitled to have outstanding then and in that event, the party of the first part shall not be bound to deliver such full-paid stock to the said party of the second part unless the said party of the second part shall so arrange as that such delivery of such full-paid stock shall not cause such an issue of the capital stock of the party of the first part.

Sixth. The party of the forst part agrees to transport over its lines for the party of the second part with due dispatch all railway construction and equipment, material for carrying on the work above referred to, without expense to said party of the second part, except for the wages of the men employed in carrying on such

transportation, and the party of the second part shall at all times have the privilege at its own expe*b*se but without charge from the party of the first part in respect thereto of running its construction trains over the line of the party of the first part so far as completed.

396 Seventh. If and whenever the party of the second part shall elect so to do, it shall be at liberty to acquire any rights of way, groun*f*s for depots, station or section houses, machine shops, turn-tables, round-houses, water stations or tanks, sidings, turnouts, yards or any other grounds or ground privileges needful for said line and to use the name of the party of the first part in acquiring the same, and the said party of the forst part will upon demand repay to the party of the second part all expenses and expenditures incurred in or about the acquisition of the same or the payment therefor.

If and so far as the party of the first part has since the first day of September eighteen hundred and eighty-two made contracts with any persons or parties for the construction of any portions of the line of railroad or branches hereinbefore referred to or for any work or material relating thereto or connected therewith, the said contracts are hereby assigned and transferred to the party of the second part who hereby assumes the performance thereof and undertakes and agrees to repay the said party of the first part any and all disbursements and expenses in anywise made or incurred by the party of the first part in or about or in connection with such contracts.

In witness whereof the said parties have hereunto set their hands and seals the day and year first above written.

For the New Orleans, Baton Rouge, Vicksburg & Memphis Railroad Company:

JNO. A. GRANT, *President.*
Attest: [SEAL.] JAS. M. EDWARDS, *Sec't'y.*
THE FINANCIAL IMPROVEMENT CO.,
By JAS. B. HAWES, *President.*
Attest: [SEAL.] F. H. DAVIS, *Sec't'y & Treas.*

Sealed and delivered in presence of—
WILLIAM H. CLARKSON,
As to Jas. B. Hawes, pres't, & F. H. Davis, secretary and treasurer.
L. M. LOWENBERG,
Witness to Jno. A. Grant, pres't, & Jas. M. Edwards, sec't'y.

STATE OF NEW YORK, }
City and County of New York, } *ss.:*

397 Personally appeared before me, William H. Clarkson, a commissioner of deeds of the State of Mississippi in and for the State of New York and a commissioner of deeds of the State of Tennessee in and for the State of New York, residing in said city of New York, James B. Hawes, president of the Financial Improvement Company aforesaid, and F. H. Davis, treasurer and secretary

of the same company, the foregoing-named bargainor, with whom I am personally acquainted, who acknowledged that they executed the foregoing instrument for the purposes therein contained, and they also acknowledged that they signed, sealed, and delivered the same on the day and year therein mentioned as their act and deed and the act and deed of said company; and, being duly sworn, they did depose and say that they were the above-described officers of — company; that the seal affixed to said instrument is the corporate seal of said company; that it was affixed thereto by o-der of the board of directors of said company, and that they signed their names thereto by the like order as such officers.

In witness whereof I have hereunto set my hand and affixed my official seal this 6th day of January, A. D. 1883.

[SEAL.] WILLIAM H. CLARKSON,
Commissioner for Mississippi and Tennessee in New York,
117 *Broadway, N. Y. City.*

STATE OF MISSISSIPPI, }
County of Warren. }

Personally appeared before me, the undersigned, a justice of the peace and notary public in and for said county & State, Jno. A. Grant, president, and Jas. M. Edwards, sec't'y, who acknowledged that they signed, sealed, and delivered the foregoing contract & instrument on the day and year therein mentioned as their act and deed.

Witness my hand and seal this 19th day of January, 1883.

L. M. LOWENBERG,
Justice of the Peace & Notary Public.

398 Agreement made and entered into this the twenth-seventh day of December, eighteen hundred and eighty-two, by and between the Tennessee Southern Railroad Company, a corporation under the laws of the State of Tennessee, of the first part and the Financial Improvement Company, a corporation created under the laws of the State of Colorado, of the second part.

Whereas, the party of the first part is authorized to locate and construct a railway from a point on the line of Tennessee and Mississippi between the point where the Mississippi and Tennessee railroad crosses said line and the Mississippi river, and in the county of Shelby in said State of Tennessee to Memphis Tennessee and from thence through said county of Shelby to a point in the county of Obion on the line between Tennessee and Kentucky.

And whereas it has been agreed by the parties hereto that the said party of the second part, so far as it may elect to do so, is to have the right to construct such line of railroad, or any parts or portion thereof, upon the terms and conditions hereinafter stated.

Now, therefore, this agreement witnesseth: That the parties hereto covenanted and agree- and do hereby covenant and agree to and with each other as follows: that is to say:

First. The line of said railroad shall be located by the party of the first part and the surveys and profiles thereof shall be furnished to the party of the second part with all needful dispatch, so as not to delay the progress of the work.

Second. The party of the first part shall acquire and pay for the rights of way and grounds for depot, station and section houses, machine shops, turn-table, round-houses, water stations and tanks, sidings, turnouts, yards and all other grounds and ground privileges needful for said line.

Third. If and so far as the party of the second part shall elect to build such line of railroad, or any part or portions thereof, the same shall be constructed in a good, substantial manner and the
399 grading and superstructure shall be of the character customary for new railroads in that section of the country, and steel rails shall be laid upon the whole of the main line od said railroad, except so far as, if at all, it may be agreed by the parties hereto, that it is expedient that an iron rail should be substituted therefor, and the said railroad shall be equipped with an amount of rolling stock which will enable the said party of the first part ti transact with reasonablr facility, such business as may be reasonably expected to be done by it when the same shall be opened for traffic.

Fourth. If, when, each section of ten miles of such railroad shall be constructed and equipped ready for operation, then the said party of the first part shall dekiver to the party of the second part, in payment therefor, first-mortgage bonds of said party of the first part, of the character hereinafter mentioned to the amount of twenty thousand dollars ($20,000) per mile, and income bonds of said party of the first part of the character hereinafter mentioned to the amount of twenty thousand dollars per mile and full paid capital stock of said party of the first part to the amount of twenty thousand dollars (20,000) per mile; but the said party of the second part shall have the right at any time and from time to time, to demand and receive from said party of the first part, such first-mortgage bonds predicated upon the entire length of such chartered line of railroad of the said party of the first part, or such portions of such bonds as it shall from time to time elect to receive, provided, however, that the proceeds of any and all sales of such bonds shall be placed in the hands of some third party to be agreed upon by the parties hereto, to be paid over to said party of the second part only to the extent to which the said party of the second part would be or shall from time to time become entitled under the foregoing clause of this section of this agreement to the bonds of which such moneys are the proceeds:

Fifth. The first-mortgage bonds hereinbefore referred to, are to

have fifty years to run and to bear interest at the rate of six per centum per annum and to be secured by a first mortgage
400 upon the property and franchises of the said party of the first part. The terma and provisions od such mortgage are to be agreed upon between the parties hereto. The said income bonds are to be non-accumulative and are to have fifty years to run and be entitled to interest at a rate not exceeding six per centum per annum, if, and so far as, the net earnings of the party of the first part in each year after payment of all charges and expenses of the said company for operating expenses, interest, improvements, further acquisitions or otherwise shall enable it to pay the same.

In case the delivery to the said party of the second part of such full-paid stock would at any time cause or produce an overissue of the stock of the party of the first part beyond the amount which it shall at such time be entitled to have outstanding then, and in that event, the party of the first part shall not be bound to deliver such full-paid stock to the said party of the second part unless the said party of the second part shall so arrange as that such delivery of such full-paid stock shall not cause such an overissue of the capital stock of the party of the first part.

Sixth. The party of the first part agrees to transport over its own lines for the party of the second part with due dispatch all railway construction and equipment material for carrying on the work above referred to without expense to said party of the second part, except for the wages for the men employed in carrying on such transportation, and the party of the second part shall at all times have the privilege at its own expense but without charge from the party of the first part in respect thereto of running its construction trains over the line of the party of the first part so far as completed.

Seventh. If, and whenever the party of the second part shall elect so to do, it shall be at liberty to acquire any rights of way, grounds for depots, station or section houses, machine shops, turn-tables, round-houses, water stations, or tanks, sidings, turnouts, yards or any other grounds or ground privileges needful for said line and to use the name of the party of the first part in acquiring the same, and the said party of the first part will upon demand repay
401 to the party of the second part all expenses and expenditures incurred in and about the acquisition of the same or the payment therefor.

If and so far as the party of the first part has since the 26th day of April, 1882, made contracts with any persons or parties for the construction of any portions of the line of railroad or branches hereinbefore referred to or for any work or materials relating thereto or connected therewith, the saod contracts are *ch*reby assigned and transferred to the party of the second part who hereby assumes the performance thereof and undertakes and agrees to repay to said party of the first part any and all disbursements and expenses in anywise made or incurred by the party of the first part in or about or in connection with such contracts.

In witness whereof the said parties have hereunto set their corporate seals the day and year first above written.

TENNESSEE SOUTHERN RAILROAD CO.,
[SEAL.] By R. T. WILSON, *President.*
THE FINANCIAL IMPROVEMENT CP.,
By JAS. B. HAWES, *President.*
[SEAL.]

Attest: F. H. DAVIS,
Sec'ty & Treas.

Sealed and delivered in the presence of—
WILLIAM H. CLARKSON,
As to James B. Hawes, pres't, and F. H. Davis, sec. & treas.

STATE OF NEW YORK, *City and County of New York,* } ss:

Personally appeared before me, William H. Clarkson, a commissioner of deeds of the State of Mississippi in and for the State of New York, a commissioner of deeds of the State of Tennessee in and for the State of New York, residing in said city of New York, James B. Hawes, president of the Financial Improvement Company aforesaid, and F. H. Davis, secretary and treasurer of said company, the foregoing-named bargainor, with whom I am personally acquainted, who acknowledged that they signed, sealed and delivered the [redacted] on the day and year therein mentioned, as their act and deed [redacted] the act and deed of said company.

And the said James B. Hawes and F. H. Davis being by me first duly sworn, they did depose and say: That he, the said James
402 B. Hawes, was the president of the said The Financial Improvement Company; that he, the said F. H. Davis, was the treasurer and secretary of the same company; that the seal affixed to the foregoing instrument was the corporate seal of said company; that it was affixed thereto by order of the board of directors of said company, and that they signed their names thereto by the like order as the president and treasurer and secretary of said company respectively.

In witness whereof, I have hereunto set my hand and affixed my official seals, this 6th day of January, A. D. 1883.

[SEAL.]
[SEAL.] WILLIAM H. CLARKSON,
Commissioner for Mississippi and Tennessee in New York, 117 *Broadway, N. Y. City.*

403 Memorandum of an agreement made and entered into this twenty-seventh of December eighteen hundred and eighty-two, by and between the New Orleans and Mississippi Valley Railroad Company, a corporation created, organized and existing under and by virtue of the laws of the State of Louisiana of the first part and the Financial Improvement Company, a corporation created, organized and existing under and by virture of the laws of the State of Colorado of the second part.

Whereas, the parties hereto have made an agreement bearing even date herewith in respect to the construction of the whole or part of the line of railroad of said party of the first part and branches,

And whereas, the promotion of the best interests of the party of the first part will require considerable expenditures to be made, and many acts and things to be done from time to time for the purpose of maintaining its corporate organization and paying salaries and expenses of its officers, agents and servants, and locating its line and preparing surveys and profiles thereof and paying the general engineering expenses of the company, and of procuring rights of way and grounds for depots, station and section houses, machine shops, turn-tables, round-houses, water stations and tanks, sidings, turnouts, yards and other grounds and ground privileges needful for the line of railroad of said party of the first part and branches, and for ballasting such line of railroad and branches and for procuring additional equipment not required to be provided by the contractor under the agreement above mentioned, and for the cost of constructing or maintaining levees for the protection of such line of railroad and branches and the cost of operation of the said railroad and branches and generally in respect of the maintenance of the corporate organization of the party of the first part and the expenses connected therewith, and the location and surveying of and the acquisition of rights of way and lands for, and the construction, completion, equipment, maintenance and protection of the line of railroad of said party of the first part and branches and the
404 payment of expenses or damages incurred or suffered in connection therewith or with the operation of said line of railroad and branches and for other purposes which the contractor under the said agreement has not undertaken or agreed or become bound or obliged to provide for.

And whereas, the party of the first part is without means or resources wherewith to provide or pay for the matters and things above mentioned or referred to.

Now, therefore, in consideration of the premises and the mutual undertakings and agreements hereinafter contained, the parties hereto have undertaken and agreed and do hereby undertake and agree to and with each other as follows:

First. The party of the second part may from time to time at its election advance to the party of the first part or its successors or for its or their benefit any and all sums of money which may be in anywise requisite or suitable for providing for any of the matters and things hereinbefore mentioned or referred to and may furnish and

provide for or for the benefit of the *the* party of the first part or its successors any such matters or things, and the party of the first part and its successors will repay to the party of the second part upon demand the amount of all such advances with interest thereon and will pay to the party of the second part upon demand the fair and reasonable value of all matters and things in anywise provided or furnished for or for the benefit of said party of the first part or its successors by the said party of the second part hereunder with interest upon such value thereof from the time when the same were so furnished and provided respectively; and the part- of the first part and its successors shall be so bound and obliged for the repayment with interest of any *any* and all advances made to it or them or for its or their benefit by the party of the second part and for the payment with interest of the fair and reasonable value of all matters and things in anywise provided for or for the benefit of said party of the first part or its successors by the party of the second
405 part hereunder in whos-oever name such advances or the disbursements for such matters and things may have been made, or the vouchers therefor may have been taken.

Second. There shall be credited to said party of the first part or its successors as against the amount *of* any time due from it or them under the foregoing article hereof, such net profits, if any as may have theretofore accrued to the party of the second part from its operation of the line of railroad of the party of the first part or branches.

In witness whereof the parties hereto have caused these presents to be signed by their presidents and their corporate seals to be hereunto affixed the day and year first above written.

THE NEW ORLEANS & MISSISSIPPI VALLEY RAILROAD CO.,
[SEAL.] By R. T. WILSON, *Pres't.*
FINANCIAL IMPROVEMENT CO.,
[SEAL.] By JAS. B. HAWES, *Pres't.*

(Here follows map marked p. 406.)

407 *First Annual Report of the Louisville, New Orleans & Texas Railway Company for the Year Ending December* 31, 1887.

408 Directors and officers.

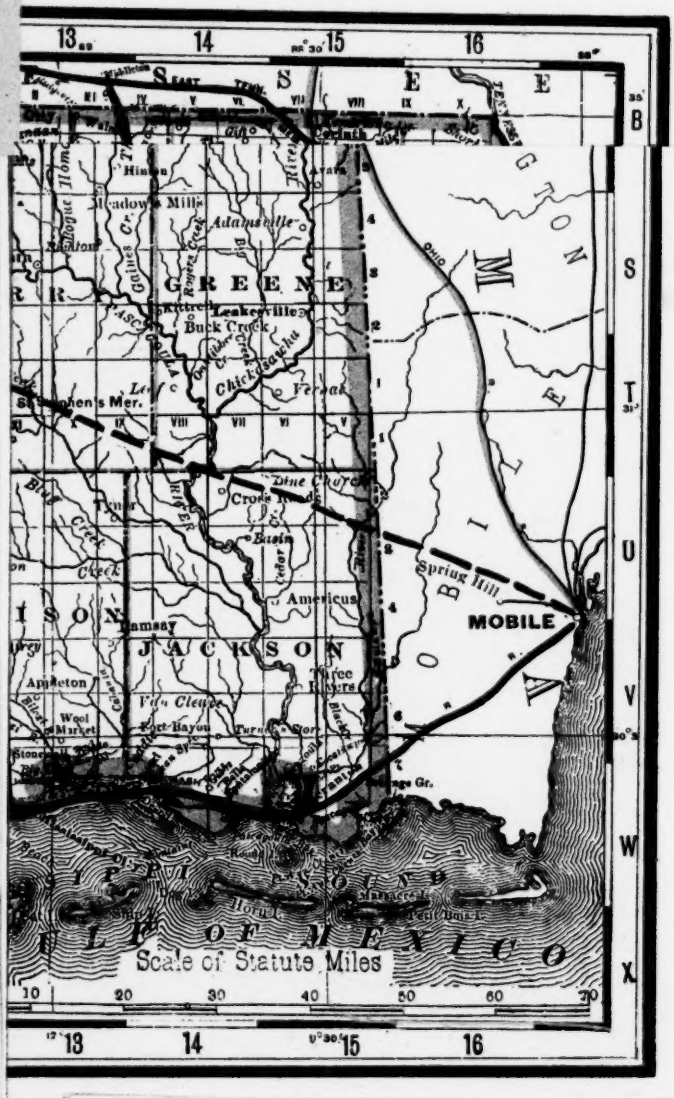
Directors:

R. T. Wilson, New York.
C. P. Huntington, "
I. E. Gates, "
W. M. Johnston, "
E. H. Pardee, "
Wm. Mahl, "
J. M. Edwards, Memphis, Tenn.
E. Martin, Vicksburg, Miss.
A. C. Hutchinson, New Orleans, La.

MISSISSIPPI.

No. 756
Y. & M. V. R.R. Co. et al.
v.
Adams,

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FOLD OUT IS TOO LARGE TO BE FILMED

Officers:

R. T. Wilson, president, New York.
J. M. Edwards, vice-president and general manager, Memphis, Tenn.
C. H. Bosher, secretary, New York.
F. H. Davis, treasurer, "
Wm. Mahl, controller, "
Holmes Cummins, attorney, Memphis, Tenn.
A. M. Cooke, assistant to general manager, "
B. Wilson, general superintendent, "
Jos. T. Penton, auditor, "
Rob't Hazlehurst, assistant treasurer, "

409 Louisville, New Orleans and Texas Railway Company.

ANNUAL REPORT.

NEW YORK, *March*, 1888.

The president and board of directors submit herewith their report of the operations of the road for the year ending December 31st, 1887, showing the physical condition of the property and the financial condition of the company at that date.

Miles of Road Owned.

The company owns and operates the following lines of road:

		Miles.
Main line—Memphis to New Orleans		456.18
Branches—	Leland to Huntington	22.88
	Wilczinski to Glen Allen	34.10
	Hampton to Issaquena	1.37
Total main line and branches		514.53
Sidings		65.53
Total miles of track		580.06

Earnings and Expenses.

The transportation earnings for the year have been:

From freight	$1,418,626 31	
Passenger	677,256 19	
Express	54,871 86	
Mail	43,310 36	
Telegraph	12,000 00	
Miscellaneous	37,147 15	
		$2,243,211 87
Operating expenses		1,521,128 63
Earnings over operating expenses		$722,083 24

410 The yearly, fixed and other charges against the above are as follows:

State and municipal taxes	$64,505 24	
Miscellaneous expenses	33,220 29	
Rental Clinton and Port Hudson R. R.	5,500 00	
Interest on bonded debt	445,600 00	
		548,825 53
Leaving		$173,257 71

The item of rental for Clinton and Port Hudson R. R. is for a short branch line connecting our road with Clinton, and for which we pay an annual rental of $5,500. Its earnings and operating expenses are included in the operations of this road.

There were hauled during the year 237,489 tons of local freight, earning $706,556.68; and 309,324 tons of through freight, earning $712,069.63. The total number of tons of freight hauled was 546,813. The average length of haul was 247.96 miles, and the average receipts per ton per mile were 1.043 cents.

During the year we carried 650,182 local passengers, earning therefrom $575,978.20, and 23,233 through passengers, earning therefrom $101,277.99. The total number of passengers carried was 673,415; the average length of haul was 44.52 miles, and the average receipts per passenger per mile was 2.259 cents.

The gross earnings per mile of road were $4,368.90; the operating expenses $2,962.56; taxes and miscellaneous expenses $201.14; total expenses, $3,163.70, leaving net earnings per mile of road of $1,205.20, against which there is an interest charge per mile of $867.85.

The operating expenses have absorbed 67.81 per cent. of the gross earnings, and have been as follows:

Conducting transportation	$584,481 38
Motive power	419,801 72
Maintenance of cars	143,223 58
Maintenance of way	327,909 15
General expenses	45,712 80
Total	$1,521,128 63

The operating expenses have been increased about $60,000 by payments for personal injury and cotton burned on open cars in 1886, before the company had provided itself with sufficient box cars; and they have also been increased by about $38,000 for stock killed,
411 which item will be very much reduced in future by the fencing of the road, which is now being done.

The physical condition of the road has been well maintained in all its departments, the cost of which has been charged in the operating expenses.

Conclusion.

The equipment owned by the company is shown on table No. 4. Five hundred box cars and twenty engines have been added during the current year by the Financial Improvement Company, and which the road is using under a provisional arrangement with that company pending the final adjustment.

There was expended for construction and improvement to December 31st, 1887, on the main line and branches, the sum of $522,193.94, the details of which are shown on table No. 5.

The company owns about 750,000 acres of land in the Yazoo delta, the proceeds of which are to be applied to the retirement of the income bonds, as provided for in the mortgage.

The company has been placed at a serious disadvantage in New Orleans, by not having a connection of its own with the important shipping interests located along the river front. This has been remedied by the purchase of extensive water front on the river, in the suburbs of the city, upon which a large and commodious warehouse has been erected, and connected with the main line by a branch road. The expenditures for the construction of this branch line and improvements appear in the general account under the title of Southport branch.

For general information, we submit herewith a comparison of the earnings and expenses for two years during which the same miles of road were operated:

	1886.	1887.	Increase.	Per cent.
Freight earnings	$1,129,841 57	$1,418,626 31	$288,784 74	25.6
Passenger "	577,713 59	677,256 19	99,542 60	17.23
Other "	96,229 57	147,329 37	51,099 80	53.12
Total	$1,803,784 73	$2,243,211 87	$439,427 14	24.3
Operating expenses	1,252,562 91	1,521,128 63	268,565 72	21.4
Earnings over operating expenses	$551,221 82	$722,083 24	$170,861 42	31.

412 From the above it will be seen that there has been a remarkable development in the space of one year; and the first two months of the year 1888 show an increase of $70,194.86 in the gross earnings over the corresponding period of the year 1887.

For statements showing the financial condition and other details appertaining to the physical operation of the road, you are referred to the accompanying report of the controller.

The board desires to express its thanks to Maj. J. M. Edwards, vice-president and general manager, who has had the immediate supervision of its local management, and to the other department officers and employés who have assisted him in its administration, for the gratifying results of the year's operations.

By order of the board:

R. T. WILSON, *President.*

413 *Controller's Report.*

NEW YORK, *March*, 1888.

To the president and directors of the Louisville, New Orleans and Texas Railway Co.

SIRS: I submit herewith tables showing the financial condition of the company, December 31st, 1887, and other details pertaining to the physical operation of the road.

Table No. 1, showing cost of road, resources, and liabilities.

Table No. 2, showing income account.

Table No. 3, showing monthly earnings and operating expenses.

Table No. 4, showing rolling stock owned.

Table No. 5, showing expenditures for construction and improvement.

TABLE No. 1.

Cost, Resources, and Liabilities of the Louisville, New Orleans and Texas Railway Company, December 31st, 1887.

Assets:			Liabilities:		
Cost of road and franchises		$34,257,000 00	First-mortgage 4% gold bonds	$11,140,000 00	
Construction and improvement	$522,193 94		Second-mortgage income 5% currency bonds	8,117,000 00	
Real estate	3,030 00		Income 6% currency bonds	10,000,000 00	
Southport branch	77,307 23				$29,257,000 00
		602,531 17	Capital stock		5,000,000 00
Cash	$29,522 13		Unpaid vouchers and pay-rolls	417,722 09	
Paymaster	1,279 48		Due on traffic balances	98,207 79	
Remittances in transit	41,182 10		Due sundry parties	128,713 29	
Due by agents and conductors	160,716 18		Interest accrued on coupons maturing March 1st, 1888	148,533 33	
" " roads for overcharging	48,637 35		Land & town-site account	277,631 31	
" " sundry parties	145,241 63				1,070,807 81
Stock of supplies	86,662 97				
Unadjusted open accounts	70,375 66				
Land and town-site notes	269,186 07				
		852,803 57	Balance from income acc't		384,526 93
Total		$35,712,334 74	Total		$35,712,334 74

NOTE.—The first-mortgage bonds are 50-year 4% gold bonds, dated 1886, interest payable March and September 1st.
The second-mortgage income bonds are 50-year 5% currency bonds, dated 1886, interest cumulative, payable March and September 1st, commencing with September 1st, 1888, and payable only when earned.
The income bonds are 50-year 6% currency bonds, dated 1884, interest non-cumulative and payable March and September 1st, if earned.

WIRT ADAMS, STATE REVENUE AGENT.

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TABLE No. 2.

Income Account of the Louisville, New Orleans and Texas Railway Company, December 31st, 1887.

Disbursements:			Receipts:		
Conducting transportation	$584,481 38		Balance from last year		$195,813 90
Motive power	419,801 72		Freight earnings	$1,418,626 31	
Maintenance of cars	143,223 58		Passenger "	677,256 19	
Maintenance of way	327,909 15		Mail "	43,310 36	
General expenses	45,712 80		Express "	54,871 86	
		$1,521,128 63	Telegraph "	12,000 00	
Miscellaneous expenses	$33,220 29		Miscellaneous earnings	37,147 15	
State and municipal taxes	64,505 24				2,243,211 87
Interest on 1st-mortgage bonds	445,600 00		Other receipts		15,455 32
Rental C. & P. H. R. R.	5,500 00				
		548,825 53			
Balance to credit of gen'l acc't		384,526 93			
Total		$2,454,481 09	Total		$2,454,481 09

TABLE No. 3.

Statement of Monthly Earnings and Operating Expenses for the Year Ending December 31st, 1887.

Months.	Freight.	Passenger.	Mail.	Express.	Telegraph.	Miscellaneous.	Total.	Operating expenses.	Earnings over operating expenses.
January	$147,290 07	$61,284 13	$3,536 20	$3,361 37	$1,000 00	$1,590 66	$218,062 43	$133,695 71	$84,366 72
February	113,522 36	54,241 95	3,649 20	5,586 16	1,000 00	1,230 10	179,229 77	125,666 46	53,563 31
March	106,498 47	50,854 77	3,691 76	4,630 39	1,000 00	1,176 84	167,852 23	124,212 17	43,640 06
April	69,028 04	45,892 21	3,344 44	4,500 00	1,000 00	1,177 39	124,942 08	112,498 49	12,443 59
May	62,988 17	45,546 43	3,653 92	4,693 94	1,000 00	1,002 56	118,885 02	94,844 00	24,041 02
June	58,242 62	43,288 46	3,589 69	4,500 00	1,000 00	1,201 36	111,822 13	101,775 46	10,046 67
July	57,178 75	47,492 80	3,653 92	4,650 00	1,000 00	1,399 36	115,284 83	97,974 14	17,310 69
August	71,395 98	52,181 32	3,653 92	4,650 00	1,000 00	1,292 59	134,173 81	103,367 87	30,805 94
September	115,506 03	55,739 66	3,575 55	4,500 00	1,000 00	1,212 45	181,533 69	122,851 76	58,681 93
October	189,356 39	64,522 66	3,653 92	4,650 00	1,000 00	1,629 91	264,812 88	148,799 88	116,013 00
November	217,023 88	68,344 12	3,653 92	4,500 00	1,000 00	1,705 66	296,227 58	171,608 45	124,619 13
December	210,595 55	87,867 68	3,653 92	4,650 00	1,000 00	22,618 27	330,385 42	183,834 24	146,551 18
Total	$1,418,626 31	$677,256 19	$43,310 36	$54,871 86	$12,000 00	$37,147 15	$2,243,211 87	$1,521,128 63	$722,083 24

TABLE No. 4.

Schedule of Rolling Stock Owned at the Close of the Year.

Locomotives.

Class.	On hand Jan. 1, 1887.	Added during the year.	On hand Dec. 31, 1887.	Condition.			Size of cylinder.					
				Thorough order.	Fair order.	In shop and requiring repairs.	12 x 22	15 x 22	16 x 24	17 x 24	18 x 24	C. & P. H. R. R.
Shifting	4	3	7	4	1	2	.....	.....	.....	6	1	.....
8-wheel passenger	19	2	21	6	9	6	.....	.....	4	17	.....	.....
4-wheel freight	2	.....	2	.....	2	.....	.....	.....	.....	.....	.....	2
8-wheel freight	27	10	37	13	10	14	1	2	1	33	.....	.....
10-wheel freight	6	5	11	5	3	3	.....	.....	.....	.....	11	.....
Total	58	20	78	28	25	25	1	2	5	56	12	2

TABLE No. 4—(Continued).

Cars.

Passenger.	On hand Jan. 1, 1887.	Added and charged to equip.	Changed from another class.	Changed to another class.	On hand Dec. 31, 1887.
Passenger	29				29
Official	1				1
Pay	1				1
Combination	5				5
Mail	6	2		2	6
Baggage		1	2		3
Total	42	3	2	2	45

Freight.	On hand Jan. 1, 1887.	Added during the year.	Added and charged to repairs.	Changed from another class.	Changed to another class.	Condemned and destroyed.	On hand Dec. 31, 1887.
Box	644	350			22	16	956
Fruit		100					100
Stock		50					50
Flat	446			2	25	13	410
Gondolas	117					1	116
Caboose	30			10		2	38
Camp	18			37	2	3	50
Tool	15			1			16
Derrick	2						2
Pile-driver	2		1		1		2
Total	1,274	500	1	50	50	35	1,740

TABLE NO. 5.

Expenditures Chargeable to "Construction" and "Improvement" to December 31, 1887.

Accounts.	Main line.	Branches.	Total.
Ballast	$94,315 45	.....	$94,315 45
Bridge and culvert masonry	12,578 73	.....	12,578 73
Bridge superstructure	497 57	.....	497 57
Car shops and sheds	5,918 65	.....	5,918 65
Cattle-guards and fencing	31,959 87	$158 34	32,118 21
Cross and switch ties	1,870 70	.....	1,870 70
Engine-houses	15,210 61	.....	15,210 61
Engineering expenses	8,032 36	75 75	8,108 11
Fuel stations	10,842 48	.....	10,842 48
Graduation	22,051 67	301 50	22,353 17
Incidentals	945 20	.....	945 20
Machine shops	6,459 22	.....	6,459 22
Machinery and shop tools	15,176 72	.....	15,176 72
Right of way	23,511 32	150 00	23,661 32
Station, warehouses and stock pens	27,756 49	460 80	28,217 29
Section, tool and watch houses	4,308 12	1,372 68	5,680 80
Sidings	89,743 17	3,501 50	93,244 67
Splices, bolts and spikes	1,868 87	167 50	2,036 37
Smith shops	1,197 25	.....	1,197 25
Track—labor laying	1,160 35	.....	1,160 35
" superstructure	6 80	.....	6 80
Telegraph	.....	159 20	159 20
Timber trestles	1,698 81	103 30	1,802 11
Turn-tables	2,917 85	355 60	3,273 45
Water stations	4,259 72	1,221 79	5,481 51
Huntington transfer	.....	19,248 88	19,248 88
Terminal additions, Memphis	12,660 96	.....	12,660 96
" " Vicksburg	16,385 52	.....	16,385 52
" " Baton Rouge	2,030 52	.....	2,030 52
" " New Orleans	5,005 54	.....	5,005 54
Vicksburg tunnel	32,068 35	.....	32,068 35
Surveys, Woodville branch	.....	898 78	898 78
Levees	125 00	.....	125 00
Transfer	16,112 48	.....	16,112 48
	.....	28,175 62	496,851 97
Less credit Longwood levee	.....	2,173 26	2,173 26
Total	$468,676 35	$26,002 36	$494,678 71

Cars, passenger	$6 50	Brought forward	$25,240 88
Cars, B., M. & Ex.	8,111 05	Pile-driver	1,396 51
" freight	690 35	Transfer	877 84
" road	9,416 58		
Locomotives	7,016 40	Total	$27,515 23
	$25,240 88	Total	$522,193 94

420 *Freight Traffic.*

The freight traffic and earnings therefrom have been:

	Local.	Through.	Total.
Number of tons carried.	237,489	309,324	546,813
Tons carried one mile..	30,773,724	105,237,298	136,011,022
Average length of haul.	127.81	340.21	247.96
Earnings	$706,556 68	$712,069 63	$1,418,626 31
Earnings per ton mile..	2.296	.676	1.043

Passenger Traffic.

The passenger travel and earnings therefrom have been:

	Local.	Through.	Total.
Number of passengers carried	650,182	23,233	673,415
Passengers carried one mile	24,470,974	5,508,927	29,979,901
Average length of haul.	37.64	237.11	44.52
Earnings...	$575,978 20	$101,277 99	$677,256 19
Earnings per passenger mile	2.353	1.838	2.259

Train Mileage.

The revenue train miles, earnings, operating expenses and earnings over operating expenses, per train mile, have been:

	Freight.	Passenger.	Total.
Number of miles run...	803,707	846,640	1,650,347
Earnings per mile run..	$1.76.49	91.59	$1.35.92
Expenses per mile run .	1.15.46	70.05	92.17
Earnings over operating expenses.....	61.03	21.54	43.75

The number of cars in freight trains averaged 17.89 loaded and 8.40 empty, a total of 26.29 cars per train. The average load per loaded car was 9.46 tons, making a total of 169.23 tons of freight

per train. The number of trains daily in both directions over the entire length of road was 2.50.

421 The passenger trains averaged 2.42 passengers, .82 B., M. & E., and .79 sleeping cars, a total of 4.03 cars per train, carrying an average of 11.03 passengers per car, or 35.41 passengers per train. The number of trains daily in each direction over the entire length of road averaged 2.26 trains.

Locomotive Mileage and Expenses.

The mileage and expenses of locomotives has been as follows:

Mileage and expenses.	Amount.	Cost per mile.
		Cents.
Total miles run	2,323,610	
Average per engine	32,272	
Repairs	$59,805 46	2.57
Engineering and firing	128,050 90	5.51
Watching and cleaning	15,653 30	.67
Fuel	165,391 04	7.12
Oil and waste	6,973 69	.30
Water-station attendance	13,111 64	.56
All other M. P. department expenses	30,815 69	1.33
Total	$419,801 72	18.06

Of the above mileage 874,593 miles, or 37.64 per cent. were run by freight trains; 872,836 miles, or 37.56 per cent., by passenger trains; 257,185 miles, or 11.07 per cent., in switching service; and 318,996 miles, or 13.73 per cent., with work and other service trains.

Car Mileage and Expenses.

The mileage of the company's cars on its own and foreign roads, repairs and cost of repairs per car mile, were:

Class of car.	Mileage.	Av. mileage per car.	Repairs.	Cost per car mile.
				Cents.
Passenger	2,034,353	61,647	$23,139 65	1.137
Bag. mail & express	683,445	75,938	4,903 48	.717
Foreign passenger	38,761		46 09	.119
Pullman	657,413		23,726 47	3.609
Freight and caboose	18,830,891	10,323	28,737 95	.153
Foreign freight	7,810,233		9,397 54	.120

422 And other car expenses per car mile have been:

Cars running in—	Cleaning, oiling and inspecting.	Fuel and light.	Oil & waste for lubricating.	Total.
	Cents.	*Cents.*	*Cents.*	*Cents.*
Freight trains	.0277	.0072	.0144	.0493
Passenger trains	.4345	.0970	.0541	.5856

The mileage of freight cars on this road amounted to 23,021,470 car miles, of which 7,810,233, or 33.92 per cent., were made by cars of other companies. 31.97 per cent. of the total mileage was empty. There was run by cars in passenger trains a total of 2,756.083 miles.

Road-bed and Track.

There was used in the repairs of the road-bed and track during the year the following material: 107,572 cross-ties; 5,772 feet B. M. switch-ties; 11.5 tons of steel rails; 80,500 lbs. spikes; 5,036 angle plates; 1,767 fish-plates; 38,220 track bolts and 9,900 nut locks.

Respectfully, WM. MAHL, *Controller.*

423 *Second Annual Report of the Louisville, New Orleans & Texas Railway Company for the Year Ending December* 31, 1888.

424 Directors and officers.

Directors:

R. T. Wilson, New York.
C. P. Huntington, "
I. E. Gates, "
W. M. Johnston, "
E. H. Pardee, "
Wm. Mahl, "
J. M. Edwards, Memphis, Tenn.
E. Martin, Vicksburg, Miss.
A. C. Hutchinson, New Orleans, La.

Officers:

R. T. Wilson, president, New York.
J. M. Edwards, vice-president and general manager, Memphis, Tenn.
C. H. Bosher, secretary, New York.
F. H. Davis, treasurer, "
Wm. Mahl, controller, "
Holmes Cummins, attorney, Memphis, Tenn.
A. M. Cooke, assistant to general manager, "
Jos. T. Penton, auditor, "
Rob't Hazlehurst, assistant treasurer, "

425 Louisville, New Orleans and Texas Railway Company.

ANNUAL REPORT.

NEW YORK, *March*, 1889.

The president and board of directors submit herewith their report of the operations of the road for the year ending December 31st, 1888, showing the physical condition of the property and the financial condition of the company at that date.

Miles of Road Owned.

The company owns and operates the following lines of road:

		Miles.
Main line—Memphis to New Orleans		456.18
Branches—Leland to Huntington		22.88
Branches—Wilczinski to Glen Allen		34.10
Branches—Hampton to Issaquena		1.37
Total main line and branches		514.53
Sidings, main line	69.28	
" branches	5.37	
		74.65
Total miles of track		589.18

426

Earnings and Expenses.

The transportation earnings and expenses for the year have been as follows:

	1888.	1887.	Increase or decrease.	Per cent.
Freight	$1,566,207 93	$1,418,626 31	I. 147,581 62	10.43
Passenger	713,516 95	677,256 19	I. 36,260 76	5.35
Express	54,450 00	54,871 86	D. 421 86	.76
Mail	49,195 27	43,310 36	I. 5,884 91	13.58
Telegraph	12,000 00	12,000 00	.....	
Miscellaneous	30,946 57	37,147 15	D. 6,200 58	16.69
Total	$2,426,316 72	$2,243,211 87	I. 183,104 85	8.16
Operating expenses	1,781,892 30	1,521,128 63	I. 260,763 67	17.14
Surplus	$644,424 42	$722,083 24	D. 77,658 82	10.75

Earnings over operating expenses have been	$644,424 42	
Other receipts	8,017 17	
		$652,441 59
The fixed and other charges for the year are:		
State and municipal taxes	$64,684 12	
Miscellaneous expenses	29,986 11	
Huntington transfer	5,430 33	
Rentals	7,137 00	
Interest and discount	3,951 80	
Interest on 1st-mortgage bonds	445,600 00	
		556,789 36
Which leaves from the transportation operations of the road		$95,652 23

The item of rental includes $5,500 paid to the Clinton and Port Hudson R. R., a short branch line connecting our road with Clinton. Its earnings and operating expenses are included in the operations of this road.

The earnings from local freight were $719,204.65, and from through freight $847,003.28. This is an increase of $12,647.97, or 1.79 per cent., in earnings from local freight, with an increase of 12.31 per cent. in tonnage, and an increase of $134,933.65 or 18.90 per cent., in earnings from through freight, with an increase of 30.40 per cent. in tonnage.

The earnings from local passengers were $608,765.00, and from through passengers $104,751.95. This is an increase of $32,786.80, or 5.69 per cent., in the local travel, with but a slight increase in the number of passengers carried, and of $3,473.96, or 3.43 per cent., in the earnings from through travel, with an increase of 5.44 per cent. in the number of passengers carried.

427 The tonnage, ton miles and average receipts per ton per mile are as follows:

Tons.	1888.	1887.	Increase.	Decrease.	Per cent.
Local	266,736	237,489	29,247	.....	12.31
Through	403,566	309,324	94,242	.....	30.40
Total	670,302	546,813	123,489	.....	22.58
Ton miles	171,990,366	136,011,022	35,979,344	.....	26.45
Av. receipts per ton mile	.917	1.043	.....	.126	1.18

As shown above, there is an increase in the total tonnage of 22.58 per cent., and in the ton miles of 26.45 per cent., which was carried with an increase in the train miles of 61.556, or 7.65 per cent.

The number of passengers carried, mileage and average receipts per passenger per mile have been as follows:

Passengers.	1888.	1887.	Increase.	Decrease.	Per cent.
Local	651,247	650,182	1,065		.163
Through	24,498	23,233	1,265		5.44
Total	675,745	673,415	2,330		3.46
Passenger mile	29,653,025	29,979,901		326,876	2.24
Av. receipts per passenger mile	2.40	2.26	.14		6.19

Although there was an increase of $36,260.76, or 5.35 per cent., in the passenger earnings, there was a decrease in the miles run by passenger trains of 44,552 miles, or 5.26 per cent.

The gross earnings per mile of road were $4,715.59, the operating expenses $3,463.14. Taxes and miscellaneous expenses, $216.09. Total expenses, $3,679.23, leaving net earnings per mile of road of $1,036.36, against which there is an interest charge per mile of $866.03.

The earnings and expenses per revenue train mile have been as follows:

428 Earnings.	1888.	1887.
Per freight train mile	$1.81.01	$1.76.49
Per passenger train mile	1.01.88	91.59
Average all trains	$1.45.51	$1.35.92
Operating expenses	1.06.86	92.17
Earnings over operating expenses	38.65	43.75

Operating Expenses.

The operating expenses have absorbed 73.44 per cent. of the gross earnings, and were $260,763.67, or 17.14 per cent. greater than in 1887. They compare with the previous year as follows:

Expenses.	1888.	1887.	Increase.	Per cent. increase.
Fixed	$402,339 24	$284,898 41	$117,440 83	41.22
Terminal	299,323 39	276,054 87	23,268 52	8.42
Train mileage	491,090 69	451,568 77	39,521 92	8.75
Car mileage	180,445 87	170,218 31	10,227 56	6.00
Gross tonnage	408,693 11	338,388 27	70,304 84	20.77
Total	$1,781,892 30	$1,521,128 63	$260,763 67	17.14

Of the increase in the fixed expenses $8,147.40 is in administration, and $109,293.43 in maintenance of the roadway and buildings. Of the latter sum $77,630.74 is for renewal of ties and timber trestling, 223,489 cross-ties and 239,538 feet B. M. switch-ties having been put in the track. Extensive renewals have been made upon timber trestling greatly in excess of the ordinary annual depreciation.

Of the increase in terminal expenses $4,514.61 is chargeable to advertising and foreign agencies, and the remaining $18,753.91 has been incurred in the care and handling of the additional tonnage.

Of the increase in expenses contingent upon train mileage $39,647.79 is for repairs to locomotives; extensive repairs covering depreciation since the opening of the road, have been made, and $18,125.13 is due to the additional freight train mileage; but there is a decrease in the payments for account of casualties of $18,251.00, which leaves a net increase of $39,521.92.

429 Of the increase in expenses contingent upon car mileage $21,885.42 is due to repairs of our own and foreign freight cars; reductions in other directions, principally car hire and sleeping-car expenses amounting to $11,657.86, leave a net increase of $10,227.56.

Of the expenses contingent upon gross tonnage $24,913.37 is due to increased train mileage and additional tonnage, and $45,391.47 for maintenance of road-bed and track, frogs, switch-stands and rail fastenings.

There *was* used in repairs of track superstructure 145,500 pounds of spikes, 15,987 angle plates, 42,997 track bolts, and 57,050 nut locks.

Our payments for account of loss and damage to stock have been quite large. They amounted to $52,483.75 and cover 1,769 head of stock of all kinds. This item will be very much reduced in the future by the fencing of the road which is now being done.

The physical condition of the road-bed, track and buildings has been fully maintained, and the rolling stock has been maintained in thoroughly efficient condition.

Conclusion.

There was expended for construction and improvement on main line and branches during the year the sum of $278,872.04, all of which has been charged to the capital account of the company. Principal among these items is $45,939.91 for ballasting 27.8 miles of the main line, 48,059 cubic yards of gravel having been put under the track; $14,543.93 for iron caisson piers at Big Black and Hushpuckena rivers; $79,311.63 for filling in trestles, about 4 miles of lineal feet of trestling having been filled; and $32,189.00 for 8.10 miles of sidings added during the year. Engine-houses have been erected at Memphis, Wilson and New Orleans; a number of new station platforms and stock pens were built, a number of the older ones enlarged, and two of them provided with track scales. There

have been additions in other directions, all of which are shown on table No. 6.

The rolling stock owned by the company is shown on table No. 7; this includes 23 locomotives, 800 box, 100 fruit and 100 flat cars added by the Financial Improvement Co., which the road is using under a provisional agreement with that company, pending a final adjustment.

The company owns about 750,000 acres of land in the Yazoo delta, the proceeds of which are to be applied to the retirement of the income bonds, as provided for in the mortgage. About 100,000 acres have been sold.

430 The company has been placed at a serious disadvantage in New Orleans by not having a connection of its own with the important shipping interests located along the river front. This has been remedied by the purchase of extensive water front on the river, in the suburbs of the city, upon which a large and commodious warehouse has been erected, and connected with the main line by a branch road.

For general information we submit a comparative statement of the earnings and expenses for three years, during which time the same number of miles of road were operated:

	1888.	1887.	1886.
Freight earnings	$1,566,207 93	$1,418,626 31	$1,129,841 57
Passenger "	713,516 95	677,256 19	577,713 59
Other "	146,591 84	147,329 37	96,229 57
Total	$2,426,316 72	$2,243,211 87	$1,803,784 73
Operating expenses	1,781,892 30	1,521,128 63	1,252,562 91
Earnings over operating expenses.	$644,424 42	$722,083 24	$551,221 82

From the above it will be seen that the gross earnings of the road have been increasing at quite an encouraging rate, and we may confidently expect a steady increase in our gross earnings from the increasing material development and prosperity of the country served by this road.

The operating expenses for 1888 are about at their maximum, and it is not likely that they will be exceeded except by a decided increase in business, and we may therefore expect greater net earnings in the near future.

For statements showing the financial condition and other details appertaining to the physical operation of the road, you are referred to the accompanying report of the controller.

The board desires to express its thanks to Maj. J. M. Edwards, vice-president and general manager, who has had the immediate supervision of its local management, and to the other department officers and employés who have assisted him in its administration.

By order of the board:

R. T. WILSON, *President.*

431 *Controller's Report.*

NEW YORK, *March*, 1889.

To the president and directors of the Louisville, New Orleans and Texas Railway Co.

SIRS: I submit herewith tables showing the financial condition of the company, December 31st, 1888, and other details pertaining to the physical operation of the road.

Table No. 1. Cost of road, resources and liabilities.
Table No. 2. Income account.
Table No. 3. Monthly earnings and operating expenses.
Table No. 4. Freight tonnage and statistics.
Table No. 5. Passenger travel and statistics.
Table No. 6. Expenditures charged to capital account.
Table No. 7. Locomotives and cars owned.

Respectfully, WILLIAM MAHL, *Controller.*

TABLE No. 1.

Cost, Resources, and Liabilities of the Louisville, New Orleans and Texas Railway Company, December 31st, 1888.

Assets:			Liabilities:		
Cost of road and franchises		$34,257,000 00	First-mortgage 4% gold bonds	$11,140,000 00	
Construction and improvement	$773,550 75		Second-mortgage income 5% currency bonds	8,117,000 00	
Real estate	731 50		Income 6% currency bonds	10,000,000 00	
		774,282 25			$29,257,000 00
Cash	$2,520 60		Capital stock		5,000,000 00
Paymaster	3,642 62		Unpaid vouchers and pay-rolls	$566,408 37	
Remittances in transit	83,833 02		Due on traffic balances	53,420 89	
Agents and conductors	109,447 02		Due sundry parties	99,490 93	
Sundry parties	332,588 76		Unadjusted open accounts	119,058 77	
P. O. department	12,462 54		Interest accrued on coupons maturing March 1st, 1889	148,533 33	
Stock of supplies	138,237 46		Land & town-site account	463,774 96	
Unadjusted open accounts	25,766 58				1,450,687 25
Land and town-site notes	448,085 56		Balance from income acc't		480,179 16
		1,156,584 16			
Total		$36,187,866 41	Total		$36,187,866 41

NOTE.—The first-mortgage bonds are 50-year 4% gold bonds, dated 1886, interest payable March and September 1st.
The second-mortgage income bonds are 50-year 5% currency bonds, dated 1886, interest cumulative, payable March and September 1st, commencing September 1st, 1888, and payable only when earned.
The income bonds are 50-year 6% currency bonds, dated 1884, interest non-cumulative and payable March and September 1st, if earned.

TABLE No. 2.

Income Account of the Louisville, New Orleans and Texas Railway Company December 31st, 1888.

Disbursements:			Receipts:		
			Balance from last year		$384,526 93
Conducting transportation	$597,160 54		Freight earnings	$1,566,207 93	
Motive power	502,139 70		Passenger "	713,516 95	
Maintenance of cars	153,870 08		Mail "	49,195 27	
Maintenance of way	483,892 88		Express "	54,450 00	
General expenses	44,829 10	$1,781,892 30	Telegraph "	12,000 00	
			Miscellaneous earnings	30,946 57	
	$29,986 11				2,426,316 72
Miscellaneous expenses	64,684 12		Other receipts		8,017 17
State and municipal taxes	5,430 33				
Huntington transfer	445,600 00				
Interest on 1st-mortgage bonds	3,951 80				
Interest on other debts	7,137 00				
Rentals		556,789 36			
		480,179 16			
Balance to credit of gen'l acc't					
Total		$2,818,860 82	Total		$2,818,860 82

WHIT ADAMS, STATE REVENUE AGENT.

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TABLE No. 3.

Monthly Statement of Earnings and Expenses for the Year Ending December 31st, 1888.

Months.	Freight.	Passenger.	Mail.	Express.	Telegraph.	Miscellaneous.	Total earnings.	Operating expenses.	Earnings over operating expenses.
January	$156,048 44	$74,896 47	$3,498 38	$4,650 00	$1,000 00	$1,434 32	$241,527 61	$160,447 04	$81,080 57
February	146.407 01	67,446 56	3,653 92	4,350 00	1,000 00	2,801 96	225,659 45	154,011 81	71,647 64
March	114,225 44	57,608 71	3,589 69	4,650 00	1,000 00	1,384 06	182,457 90	147,041 06	35,416 84
April	95,233 32	54,199 62	3,653 92	4,500 00	1,000 00	1,186 78	159,773 64	135,413 49	24,360 15
May	101,053 07	55,000 38	3,653 92	4,650 00	1,000 00	1,538 37	166,895 74	135,044 87	31,850 87
June	81,155 63	52,050 75	3,434 59	4,500 00	1,000 00	2,502 60	144,643 57	121,908 58	22,734 99
July	86,648 63	56,236 26	4,453 92	4,650 00	1,000 00	1,172 65	154,161 46	126,654 46	27,507 00
August	91,341 38	54,326 05	4,453 92	4,650 00	1,000 00	1,157 66	156,929 01	132,410 10	24,518 91
September	94,240 62	43,753 94	5,375 15	4,500 00	1,000 00	1,072 45	149,942 16	129,886 36	20,055 80
October	174,576 15	54,604 55	4,911 98	4,350 00	1,000 00	1,206 10	240,648 78	160,313 90	80,334 88
November	214,285 81	61,183 19	4,560 14	4,350 00	1,000 00	1,817 02	287,196 16	176,834 29	110,361 87
December	210,992 43	82,210 47	3,955 74	4,650 00	1,000 00	13,672 60	316,481 24	201,926 34	114,554 90
Total, 1888	$1,566,207 93	$713,516 95	$49,195 27	$54,450 00	$12,000 00	$30,946 57	$2,426,316 72	$1,781,892 30	$644,424 42
Total, 1887	1,418,626 30	677,256 19	43,310 36	54,871 86	12,000 00	37,147 15	2,243,211 86	1,521,128 63	722,083 24
Increase	147,581 63	36,260 76	5,884 91	.....	.....	.....	183,104 86	260,763 67	.....
Decrease	.....	.....	.....	421 86	.....	6,200 58	.....	.....	77,658 82

TABLE No. 4.

Statement of Freight Tonnage, Ton Miles, Train and Car Mileage.

	North.	South.	Total, 1888.	Total, 1887.	Increase.	Decrease.	Per cent.
Tons carried	226,979	443,323	670,302	546,813	123,489	.....	22.58
Tons carried one mile	52,253,726	119,736,640	171,990,366	136,011,022	35,979,344	.....	26.45
Average length of haul	230.22	272.57	256.58	247.96	8.62	.....	3.47
Freight-train mileage	.....	.....	865,263	803,707	61,556	.....	7.65
Total freight-car mileage	11,620,859	12,724,661	24,345,520	21,132,864	3,212,656	.....	15.20
Loaded " "	5,540,421	11,607,334	17,147,755	14,376,560	2,771,195	.....	19.27
Percentage of loaded-car mileage	47.67	91.21	70.43	68.03	2.40	.....	3.52
Average tons per loaded car	9.43	10.32	10.03	9.46	.....	.....	
" loaded cars per train	12.80	26.82	19.81	17.89	1.92	.....	10.73
" empty " "	14.06	2.58	8.32	8 40	.....	.08	.95
" tons per train	120.78	276.76	198.77	169.23	.....	.....	
Mileage of L., N. O. & T. cars on this road	7,346,352	7,403,291	14,749,643	13,322,851	1,426,792	.....	10.71
" " " foreign	4,274,507	5,321,370	9,595,877	7,810,013	1,785,864	.....	22.86
Percentage of foreign mileage	36.78	41.82	39.41	31.97	7.44	.....	23.27
Mil'ge of L., N. O. & T. cars on foreign r'ds	.....	.....	4,308,533	3,626,654	681,879	.....	18.80

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TABLE No. 5.

Statement of Passengers Carried, Passenger Miles, Train and Car Mileage.

	North.	South.	Total, 1888.	Total, 1887.	Increase.	Decrease.	Per cent.
Passengers carried	337,484	338,261	675,745	673,415	2,330	.....	.34
Passengers carried one mile	14,140,198	15,512,827	29,653,025	29,979,901	.....	326,876	1.09
Average length of haul	41.89	45.86	43.88	44.52	.....	.64	1.43
Passenger train miles	.....	.....	802,088	846,640	.....	44,552	5.26
Total mileage of cars in train	.....	.....	3,213,913	2,756,083	357,830	.....	12.98
Average number of cars in train	.....	.....	40.06	4.03	.....	0.24	5.95
Average number of passengers in train	35.25	38.68	36.96	35.41	1.55	.....	4.38

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TABLE No. 6.

Expenditures Chargeable to "Construction" and "Improvement."

Accounts.	Main line.	Branches.	Total.
Ballast	$45,939 91	.....	$45,939 91
Bridge and culvert masonry	14,543 93	.....	14,543 93
Bridge superstructure	6,898 75	.....	6,898 75
Car shops and sheds	742 24	.....	742 24
Cattle-guards and fencing	7,245 95	$248 97	7,494 92
Engine-houses	10,475 41	.....	10,475 41
Engineering expenses	3,698 51	.....	3,698 51
Frogs and switches	940 43	.....	940 43
Fuel stations	7,406 65	.....	7,406 65
Graduation	79,280 83	30 80	79,311 63
General officers—salaries & expenses	3,955 80	.....	3,955 80
Incidentals	383 55	99 90	483 45
Machine shops	584 51	.....	584 51
Machinery and shop tools	3,086 93	.....	3,086 93
Rails	509 70	*649 50	*139 80
Right of way	3,710 52	775 00	4,485 52
Stations, warehouses, and stock pens	8,315 46	2,189 79	10,505 25
Section, tool and watch houses	857 22	415 66	1,272 88
Sidings	28,600 75	3,588 25	32,189 00
Splices, bolts and spikes	22 20	209 00	231 20
Track—labor laying	5,364 83	.....	5,364 83
Timber trestles	42 80	68 55	111 35
Turn-tables	548 50	.....	548 50
Water stations	2,261 31	31 95	2,293 26
Terminal additions, Memphis	8,115 96	.....	8,115 96
" " Vicksburg	8,532 32	.....	8,532 32
" " Baton Rouge	1,572 30	.....	1,572 30
" " New Orleans	11,009 70	.....	11,009 70
Vicksburg tunnel	811 46	.....	811 46
Longwood levee	.....	6,405 24	6,405 24
Total	$265,458 43	$13,413 61	$278,872 04

* Credit.

TABLE No. 7.

Schedule of Rolling Stock Owned at the Close of the Year.

Locomotives.

Class.	On hand Jan. 1, 1888.	Added during the year.	Condemned as unserviceable.	On hand Dec. 31, 1888.	Condition.			Size of cylinder.				
					Thorough order.	Fair order.	In shop and requiring repairs.	12 x 22.	15 x 22.	16 x 24.	17 x 24.	18 x 24.
Shifting	7	.....	.....	7	5	1	1	.....	.....	.....	6	1
8-wheel passenger	21	.....	.....	21	8	4	9	.....	.....	4	17	.....
8-wheel freight	35	3	2	36	15	12	9	1	.....	.....	32	3
10-wheel freight	9	2	1	10	7	2	1	.....	.....	.....	.....	10
*Total	72	5	3	74	35	19	20	1	.....	4	55	14

Miles run.	Freight trains.	Pass. trains.	Work-trains.	Switching.	Total.
1888	865,263	802,088	422,337	464,817	2,554,505
1887	803,707	846,640	318,996	354,267	2,323,610
Increase	61,556	.....	103,341	110,550	230,895
Decrease	.....	44,552			

* Does not include two four-wheel freight running on Clinton & Port Hudson branch.

TABLE No. 7—(Continued).

Cars.

Passenger.	On hand Jan. 1, 1888.	Added and charged to equip.	Changed to another class.	On hand Dec. 31, 1888.	Freight.	On hand Jan. 1, 1888.	Added and charged to equip.	Added and charged to repairs.	Changed from another class.	Changed to another class.	Condemned and destroyed.	On hand Dec. 31, 1888.
Baggage, mail & ex...	6	.....	.....	6	Box	956	300	.....	.....	13	11	1,232
Baggage & express...	3	.....	.....	3	Stock	50	.....	.....	.....	.....	.....	50
Official	2	.....	.....	2	Flat	410	150	.....	.....	31	30	499
Sleeping	.....	.....	.....	.....	Gondola	116	.....	.....	.....	.....	1	115
Passenger	29	.....	.....	29	Fruit	100	100	.....	.....	.....	2	198
" comb	5	.....	.....	5	H. B. gondola ...	.....	.....	.....	.....	.....	.....	.....
					D. B. gondola	.....	.....	.....	.....	.....	.....	.....
					Caboose	38	.....	.....	3	.....	.....	41
					Road	50	.....	.....	41	.....	.....	91
					Tool	16	.....	.....	.....	.....	1	15
					Derrick	2	.....	.....	.....	.....	.....	2
					Pile-driver	2	.....	.....	.....	.....	.....	2
Total	45	.....	.....	45	Total	1,740	550	.....	44	44	45	2,245

Miles run.	B., M. & E.	Passenger.	Freight.	Pullman.
1888	770,071	1,839,047	21,096,927	537,120
1887	683,445	2,034,353	18,830,891	657,413
Increase.	86,626	.....	2,266,036	.....
Decrease.	.....	195,306	.....	120,293

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440 *Third Annual Report of the Louisville, New Orleans & Texas Railway Company for the Year Ending December* 31, 1889.

441 Directors and officers.

Directors:

R. T. Wilson, New York.
C. P. Huntington, "
I. E. Gates, "
W. M. Johnston, "
E. H. Pardee, "
Wm. Mahl, "
J. M. Edwards, Memphis, Tenn.
E. Martin, Vicksburg, Miss.
A. C. Hutchinson, New Orleans, La.

Officers:

R. T. Wilson, president, New York.
J. M. Edwards, vice-president and general manager, Memphis, Tenn.
C. H. Bosher, secretary, New York.
F. H. Davis, treasurer, "
Wm. Mahl, controller, "
Holmes Cummins, attorney, Memphis, Tenn.
A. M. Cooke, assistant to general manager, "
Jos. T. Penton, auditor, "
Rob't Hazlehurst, assistant treasurer, "

442 Louisville, New Orleans and Texas Railway Company.

ANNUAL REPORT.

NEW YORK, *March*, 1890.

The president and board of directors submit herewith their report of the operations of the road for the year ending December 31st, 1889, showing the physical condition of the property and the financial condition of the company at that date.

Miles of Road Owned.

The company owns and operates the following lines of road:

		Miles.
Main line—Memphis to New Orleans		456.18
River division—Lula to Glendale	7.20 miles	
Coahoma to Lamont	75.41 "	
Wilczinski to Riverside Junction	42.50 "	
Hampton to Glen Allen	1.80 "	
Clinton to Ethel	8.12 "	

Slaughter to Bayou Sara.....	16.40 miles	
Bayou Sara to Woodville....	25.10 "	
Leland to Huntington.....	24.27 "	
		200.80
Total main line and branches.....		656.98
Sidings—Main line	72.94 "	
River division	15.63 "	
		88.57
Total miles of track		745.55

443 The company constructed during the year a line of road from Coahoma to Lamont, Hampton to Riverside Junction, and Slaughter to Bayou Sara, a total of 102.01 miles; and in October, 1889, acquired by purchase a line of road from Lula to Glendale, Bayou Sara to Woodville, and Clinton to Ethel, a total of 40.42 miles, making a total of 142.43 miles of road added to the former mileage of the company. The average mileage operated for the year is 570.06 miles.

Funded Debt.

There were issued during the year, $2,901,000 first-mortgage four per cent. bonds, and $517,000 second-mortgage income five per cent. bonds, for the cost and construction of the above 142.43 miles of road, and in payment for 38 locomotives, 10 passenger, 2 combined passenger, and 3 baggage cars; and 650 box, 200 fruit, 50 stock, 150 coal, and 300 flat cars, a total of 1,350 freight cars, formerly owned by the Financial Improvement Company, and which the road had been using under a provisional agreement with that company.

The transportation earnings and expenses for the year have been as follows:

	1889.	1888.	Increase.	Per cent.
Freight.....	$2,037,887 14	$1,566,207 93	$471,679 21	30.11
Passenger	823,490 32	713,516 95	109,973 37	15.41
Express	55,500 00	54,450 00	1,050 00	1.92
Mail	56,227 57	49,195 27	7,032 30	14.29
Telegraph	12,000 00	12,000 00		
Miscellaneous.....	42,366 49	30,946 57	11,419 92	36.90
Total.....	$3,027,471 52	$2,426,316 72	$601,154 80	24.74
Operating expenses	1,990,458 26	1,781,892 30	208,565 96	11.70
Earnings over operating expenses	$1,037,013 26	$644,424 42	$392,588 84	60.92

Earnings over operating expenses have been	$1,037,013 26	
Other transportation receipts	3,644 25	
		$1,040,657 51
The fixed and other charges for the year are:		
Taxes	$67,504 00	
Miscellaneous expenses	24,164 85	
Rentals	4,387 00	
Interest and discount	5,602 61	
Interest on 1st-mortgage bonds	500,980 00	
		602,638 46
Which leaves from the transportation operations of the road		$438,019 05
444 Brought forward		$438,019 05
Add receipts from other sources as follows:		
Sale of Bolivar County bonds	$105,000 00	
Proceeds from operations of following roads pending their purchase:		
Mobile & Northwestern R. R.	50,130 95	
West Feliciana R. R.	21,873 78	
		177,004 73
Leaving a surplus from the year's business of		$615,023 78

The earnings from local freight were $1,011,785.02, an increase of $292,580.37 or 40.68 per cent. over the preceding year, but there was a decrease of 5.26 per cent. in the average receipts per ton per mile. The earnings from through freight were $1,026,102.12, an increase of $179,098.84 or 21.14 per cent., the average receipts per ton per mile were slightly less than in the preceding year, being .613 in 1889 against .616 in 1888.

The earnings from local passengers were $711,169.36, an increase of $102,404.36 or 16.82 per cent., and those from through passengers were $112,320.96, an increase of $7,569.01 or 7.22 per cent. over the preceding year. The average receipts per passenger per mile varied but slightly, being 2.61 cents per mile from local passengers and 1.94 cents per mile from through passengers.

The tonnage, ton miles and average receipts per ton per mile are:

Tons.	1889.	1888.	Increase.	Decrease.	Per cent.
Local	397,679	266,736	130,943	.....	49.09
Through	477,659	403,566	74,093	.....	18.35
Total	875,338	670,302	205,036	.....	30.57
Ton miles	218,601,002	171,990,366	46,610,636	.....	27.08
Av. receipts per ton mile	.932	.917	.015	.....	1.63

As will be seen from the above, there is an increase in the total tonnage of 30.57 per cent. and in the ton miles of 27.08 per cent., which was moved with an increase in the train miles of 182,503 or 21.09 per cent.

The number of passengers carried, mileage and average receipts per passenger per mile are:

Passengers.	1889.	1888.	Increase.	Decrease.	Per cent.
Local	782,377	651,247	131,130	.....	20.13
Through	27,720	24,498	3,222	.....	13.15
Total	810,097	675,745	134,352	.....	19.88
Passenger miles	33,029,274	29,653,025	3,376,249	.....	11.96
Av. receipts per passenger mile	2.46	2.40	.06	.....	2.50

445 Although there was an increase of $109,973.37 or 15.41 per cent. in the earnings from passengers, there was an increase of only 20,118 miles or 2.50 per cent. in the miles run by passenger trains.

The gross earnings per mile of road were $5,310.79; operating expenses $3,491.66, taxes and other charges $178.32. Total, $3,669.98, leaving net earnings per mile of road of $1,640.81, against which there is an interest charge per mile of $854.88.

The earnings and expenses per revenue train mile have been as follows:

	1889.	1888.
Per freight-train mile	$1.94.48	$1.81.01
Per passenger-train mile	1.06.99	1.01.88
Average all trains	$1.61.89	$1.45.51
Operating expenses	1.06.44	1.06.86
Earnings over operating expenses	55.45	38.65

Operating Expenses.

The operating expenses have absorbed 65.74 per cent. of the gross earnings, and were $208,565.96 or 11.70 per cent. greater than in 1888. They compare with the previous year as follows:

Expenses.	1889.	1888.	Increase or decrease.	Per cent.
Conducting transportation	$688,732 09	$559,248 18	I. $129,483 91	23.15
Motive power	528,277 83	502,139 70	I. 26,138 13	5.19
Maintenance of cars ...	232,732 95	180,706 36	I. 52,026 59	28.79
Maintenance of way...	469,503 14	483,892 88	D. 14,389 74	2.97
General expenses.....	71,212 25	55,905 18	I. 15,307 07	27.38
Total	$1,990,458 26	$1,781,892 30	I. $208,565 96	11.70

Of the increase of $129,483.91 in conducting transportation, $13,283.66 is for repairs of station buildings and platforms, more than the usual amount of work having been done upon them during the year; $25,416.25 is for wages of trainmen incident to the increased train mileage; $46,985.37 is for station and other terminal expenses incident to the increased traffic, and the remaining $43,798.63 is for other expenses contingent upon the increased volume of business handled.

446 The increase of $26,138.13 in motive power is entirely due to the increased train mileage above referred to. There is a decrease in the item of locomotive repairs of $9,124.01, but this is principally due to the fact that the locomotives were so constantly in use that we were unable to make the repairs necessary to maintain them in thoroughly efficient order. There have been 39 locomotives generally overhauled, 20 have received arch pipes and brick arches, 4 have received extension fronts, and 8 have received new flues.

Of the increase of $52,026.59 in maintenance of cars, $23,088.29 is for mileage of other companies' cars upon this road; $6,131.53 is for sleeping-car service, and the remaining $22,806.77 is for repairs of the company's passenger and freight equipment. Of the passenger equipment, 10 passenger, 2 combination, and 10 baggage cars have been overhauled during the year; and of the freight equipment, 789 cars have received general repairs, 1,811 cars received ordinary repairs, and 113 box cars received new roofs. The repairs to foreign freight cars amounted to $16,119.54 for the year.

The reduction of $14,389.74 in maintenance of way has been effected by a decrease of $28,402.43 in the item of track repairs resulting from the ballasting which has been steadily progressing since the opening of the road, 215 miles of the main line having been ballasted with gravel to the close of the year 1889. The remainder of the main line with the exception of about 100 miles from Baton Rouge is ballasted with sand, and on the 100 miles re-

ferred to the character of the soil is such as not to require ballasting for some time. There was also a reduction of $12,594.25 in the item of repairs of timber trestling, resulting from the filling in of a number of such trestles which was commenced in 1888, and there have been filled in 9.68 miles entirely, and 2.15 miles partly to the close of the year 1889.

There have been used in the repairs of the road-bed and track, 252,420 cross-ties, 18,784 angle plates, 61,811 track bolts, 202,200 pounds of spikes, and 44,500 nut locks. The greater part of the above rail fastenings were used in relaying 133 miles of main line with the heavier standard steel rail, the light rail being used on the branch lines. There were used in the repairs of timber trestling, 80,808 lineal feet of piling, and 613,630 feet, B. M., other lumber; 10,846 cedar poles of standard size have been used in the repairs of the telegraph line, 224 bents have been renewed in the Vicksburg tunnel, and new water tanks have been erected at Shaws, Clarksdale, and Cleveland.

The physical condition of the road-bed, track and buildings have been considerably improved during the year, and we expect to bring the rolling stock up to the standard of efficiency during the year 1890.

The increase of $15,307.07 in the general expenses arises mainly from an increase in insurance, and in legal expenses attending the settlement of various suits.

447 *General Remarks.*

There was expended for construction and improvement on the main line and the Leland and Lake Washington branches, the sum of $357,615.05, the details of which are shown on table No. 6, and which has been charged to the capital account of the company. Principal among these expenditures is, for ballasting 36.68 miles of road with gravel $60,160.45; for one 20-foot arch culvert at Cold Spur, one 12-foot arch culvert at Monticeno, and 8 iron caissons aggregating 528 lineal feet at Big Black river $41,108.62; for one 150-foot girder draw over Big Black river $14,425.81; for filling 5.73 miles of tresting $79,881.43; for 13 miles of additional sidings $77,402.78; for additional station buildings, and platforms and additions to the same $11,931.51; and for a new single telegraph wire, strung between Memphis and New Orleans $13,520.15.

The rolling stock owned by the company is shown on table No. 8. While, by its constant use we were enabled to handle so great a volume of business as was moved, we could not handle all that was offered, and in order to provide for such additional business as well as to enable us to maintain the equipment up to its highest standard of efficiency, additional locomotives and passenger and freight cars should be purchased during the ensuing year.

The company owns about 750,000 acres of land in the Yazoo delta, the proceeds of which are to be applied to the retirement of the income bonds as provided for in the mortgage. About 142,000 acres have been sold.

The company has been placed at a disadvantage in New Orleans by not having a connection of its own with the important shipping interests located along the river front. This has been remedied by the purchase of extensive water front on the river at Southport, in the suburbs of the city, upon which a large and commodious warehouse and elevator has been erected, and connected with the main line by a branch road 1.19 miles in length.

For general information we submit a comparative statement of the earnings and expenses for the past four years.

Years.	Miles.	Gross earnings.	Operating expenses.	Earnings over operating expenses.
1889	570.06	$3,027,471 52	$1,990,458 26	$1,037,013 26
1888	514.53	2,426,316 72	1,781,892 30	644,424 42
1887	514.53	2,243,211 87	1,521,128 63	722,083 24
1886	514.53	1,803,784 73	1,252,562 91	551,221 82

448 From the above, it will be seen that the gross earnings of the road have been increasing at quite an encouraging rate, and the earnings over operating expenses for the year just closed show a very gratifying increase. The gross earnings for January, 1890, are $118,292.52 greater than in 1889, and the estimated earnings for February, 1890, show an increase of $39,342.72. This fully confirms our prediction of the increasing material development and prosperity of the country served by the lines of this company.

For statements showing the financial condition and other details appertaining to the physical operation of the road, you are referred to the accompanying report of the controller.

The board desires to express its thanks to Maj. J. M. Edwards, vice-president and general manager, who has had the immediate supervision of its local management, and to the other department officers and employés who have assisted him in its administration.

By order of the board:

R. T. WILSON, *President.*

449 *Controller's Report.*

NEW YORK, *March*, 1890.

To the president and directors of the Louisville, New Orleans and Texas Railway Co.

SIRS: I submit herewith tables showing the financial condition of the company, December 31st, 1889, and other details pertaining to the physical operation of the road.

Table No. 1. Cost of road, resources and liabilities.
Table No. 2. Income account.
Table No. 3. Receipts and disbursements from all sources.
Table No. 4. Monthly earnings and operating expenses.
Table No. 5. Freight tonnage and statistics.
Table No. 6. Passenger travel and statistics.
Table No. 7. Expenditures charged to capital account.
Table No. 8. Locomotives and cars owned.

Respectfully, WILLIAM MAHL, *Controller.*

TABLE No. 1.

Cost, Resources and Liabilities, December 31st, 1889.

Assets:			Liabilities:		
Cost of road and franchises		$37,632,856 86	First-mortgage 4 % gold bonds	$14,041,000 00	
Construction and improvement	$1,131,165 80		Second-mortgage income 5 % currency bonds	8,634,000 00	
Real estate	11,670 50		Income 6 % currency bonds	10,000,000 00	
		1,142,836 30			$32,675,000 00
Cash	$15,055 34		Capital stock		5,000,000 00
Paymaster	9,523 25		Unpaid vouchers and pay-rolls	$659,365 19	
Remittances in transit	101,225 24		Due on traffic balances	121,085 21	
Agents and conductors	287,929 54		Due sundry parties	145,525 47	
Sundry parties	38,498 24		Unadjusted open accounts	86,568 32	
P. O. Department	13,655 09		Interest accrued on coupons maturing March 1st, 1889	187,213 33	
Stock of supplies	296,682 29		Land and town-site account	615,754 45	
Unadjusted open accounts	48,380 97				1,815,511 97
Land and town-site notes	593,541 48		Balance from income account		1,095,202 94
Due for lines under construction	405,530 31				
		1,810,021 75			
Total		$40,585,714 91	Total		$40,585,714 91

NOTE.—The first-mortgage bonds are 50-year 4 % gold bonds, dated 1886, interest payable March and September 1st.
The second-mortgage income bonds are 50-year 5 % currency bonds, dated 1886, interest cumulative, payable March and September 1st, commencing September 1st, 1888, and payable only when earned.
The income bonds are 50-year 6 % currency bonds, dated 1884, interest non-cumulative and payable March and September 1st, if earned.

WILL ADAMS, STATE REVENUE AGENT.
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TABLE No. 2.

Income Account, December 31st, 1889.

Disbursements:			Receipts:		
Conducting transportation	$688,732 09		Balance from last year		$480,179 16
Motive power	528,277 83		Freight earnings	$2,037,887 14	
Maintenance of cars	232,732 95		Passenger "	823,490 32	
Maintenance of way	469,503 14		Express "	55,500 00	
General expenses	71,212 25		Mail "	56,227 57	
	$24,164 85	$1,990,458 26	Telegraph "	12,000 00	
Miscellaneous expenses	67,504 00		Miscellaneous earnings	42,366 49	
Taxes	500,980 00				3,027,471 52
Interest on 1st-mortgage bonds	5,602 61		Other receipts	$3,644 25	
Interest on other debt	4,387 00		Operations M. & N. W. R. R	50,130 95	
Rentals		602,638 46	Operations W. F. R. R	21,873 78	
Balance to credit of gen'l acc't		1,095,202 94	Bolivar County bonds	105,000 00	
					180,648 98
Total		$3,688,299 66	Total		$3,688,299 66

TABLE NO. 3.

Receipts and Disbursements from All Sources During the Year.

Disbursements:			Receipts:		
Cost of road	$2,118,112 42		First-mortgage bonds sold	$2,901,000 00	
Equipment	1,257,744 44		Second " " "	517,000 00	$3,418,000 00
Construction and improvement	357,615 05				
Real estate	10,939 00	$3,744,410 91	Earnings over operat'g expenses	$1,037,013 26	
			Other receipts	3,644 25	
Expenses, taxes and rentals	$96,055 85		Operations M. & N. W. R. R.	50,130 95	
Interest on mortgage debt	500,980 00		Operations W. F. R. R.	21,873 78	
Interest on other debt	5,602 61	602,638 46	Bolivar county bonds	105,000 00	1,217,662 24
			Increase in liabilities	$241,213 40	
Increase in cash on hand	$35,807 59		Sale of lands	123,611 32	364,824 72
Increase in cash assets	291,114 86				
Increase in stock of supplies	158,444 83				
Increase in other assets	168,070 31	653,437 59			
Total		$5,000,486 96	Total		$5,000,486 96

WIRT ADAMS, STATE REVENUE AGENT.
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TABLE No. 4.

Monthly Statement of Earnings and Expenses.

Months.	Freight.	Passenger.	Express.	Mail.	Telegraph.	Miscellaneous.	Total earnings.	Operating expenses.	Earnings over operating expenses.
January.....	$169,980 44	$73,906 18	$4,650 00	$4,560 14	$1,000 00	$2,512 51	$256,609 27	$175,574 89	$81,034 38
February.....	147,051 83	58,710 62	4,200 00	4,560 14	1,000 00	1,430 95	216,953 54	158,167 09	58,786 45
March.....	137,431 24	71,444 65	4,650 00	4,321 16	1,000 00	1,665 00	220,512 05	157,976 90	62,535 15
April.....	122,146 11	55,022 08	4,500 00	4,560 14	1,000 00	1,366 20	189,194 53	145,512 16	43,682 37
May.....	122,719 50	54,892 48	4,650 00	4,690 53	1,000 00	1,412 87	189,374 38	143,095 69	46,278 69
June.....	115,331 88	54,195 06	4,500 00	4,495 91	1,000 00	1,499 31	181,022 16	136,203 99	44,818 17
July.....	97,119 53	59,340 00	4,650 00	4,560 14	1,000 00	1,566 56	168,236 23	138,877 19	29,359 04
August.....	122,078 37	64,027 65	4,650 00	4,630 04	1,000 00	1,462 27	197,848 33	153,053 34	44,794 99
September....	159,953 23	65,874 57	4,500 00	4,615 42	1,000 00	1,452 12	237,395 34	165,313 64	72,081 70
October.....	262,847 43	74,999 99	4,650 00	5,229 24	1,000 00	4,151 76	352,548 42	185,513 92	167,034 50
November....	279,952 72	78,684 97	4,750 00	5,475 50	1,000 00	2,039 40	371,902 59	219,855 57	152,047 02
December....	301,274 86	112,122 07	5,150 00	4,520 21	1,000 00	21,807 54	445,874 68	211,313 88	234,560 80
Total 1889.	$2,037,887 14	$823,490 32	$55,500 00	$56,227 57	$12,000 00	$42,366 49	$3,027,471 52	$1,990,458 26	$1,037,013 26
" 1888.	1,566,207 93	713,516 95	54,450 00	49,195 27	12,000 00	30,946 57	2,426,316 72	1,781,892 30	644,424 42
Increase.....	$471,679 21	$109,973 37	$1,050 00	$7,032 30	.....	$11,419 92	$601,154 80	$208,565 96	$392,588 84
Decrease.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

TABLE No. 5.

Statement of Freight Tonnage, Ton Miles, Train and Car Mileage.

	North.	South.	Total, 1889.	Total, 1888.	Increase.	Decrease.	Per cent.
Tons carried	262,691	612,647	875,338	670,302	205,036	.....	30.57
Tons carried one mile	55,335,437	165,267,565	218,601,002	171,990,366	46,610,636	.....	27.08
Average length of haul	203.02	269.76	249.73	256.58	.....	6.85	2.67
Freight-train mileage	.....	.....	1,047,766	865,263	182,503	.....	21.09
Total freight-car mileage	14,569,511	15,868,707	30,438,218	24,345,520	6,092,698	.....	25.02
Loaded " " "	6,258,990	14,711,583	20,970,573	17,147,755	3,822,818	.....	22.30
Percentage of loaded-car mileage	42.96	92.71	68.89	70.43	.....	1.54	2.18
Average tons per loaded car	8.52	11.23	10.42	10.03	0.39	.....	3.88
" loaded cars per train	11.94	28.08	20.01	19.81	0.20	.....	1.01
" empty " " "	15.86	2.20	9.03	8.32	0.71	.....	8.53
" tons per train	101.80	315.46	208.63	198.77	9.86	.....	4.96
Mileage of L., N. O. & T. cars on this road	8,431,124	8,379,453	16,810,577	14,749,643	2,060,934	.....	13.97
Mileage of foreign cars on this road	6,138,387	7,489,254	13,627,641	9,595,877	4,031,764	.....	42.01
Percentage of foreign mileage	42.13	47.13	44.77	39.41	5.36	.....	13.60
Mileage of L., N. O. & T. cars on foreign roads	.....	.....	4,165,145	4,308,533	.....	143,388	3.33

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TABLE No. 6.

Statement of Passengers Carried, Passenger Miles, Train and Car Mileage.

	North.	South.	Total, 1889.	Total, 1888.	Increase.	Decrease.	Per cent.
Passengers carried	411,441	398,656	810,097	675,745	134,352	.....	19.88
Passengers carried one mile	16,795,569	16,233,705	33,029,274	29,653,025	3,376,249	.....	11.96
Average length of haul	48.21	40.72	40.77	43.88	.....	3.11	7.08
Passenger train mileage	.....	.....	822,206	802,088	20,118	.....	2.50
Total mileage of cars in train	.....	.....	3,742,933	3,213,913	529,020	.....	16.46
Average number of cars in train	.....	.....	4.55	4.06	0.49	.....	12.06
Average number of passengers in train	40.85	39.49	40.17	36.96	3.21	.....	8.68

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TABLE No. 7.

Expenditures Chargeable to "Construction" and "Improvement."

Accounts.	Total.
Ballast	$60,160 45
Bridge and culvert masonry	41,108 62
Bridge superstructure	14,425 81
Car shops and sheds	2,120 27
Cattle-guards and fencing	9,861 09
Cross and switch ties	852 41
Engine-houses	3,756 74
Engineering expenses	4,266 80
Frogs and switches	848 01
Fuel stations	1,136 61
Graduation	79,881 43
General officers—salaries & expenses	1,525 40
Machine shops	1,459 47
Right of way	4,418 17
Stationery and printing	11 25
Stations, warehouses and stock pens	11,931 51
Section, tool, and watch houses	1,507 96
Sidings	77,402 78
Track—labor laying	22,028 41
Track superstructure	80 68
Telegraph	13,520 15
Timber trestles	245 67
Turn-tables	423 23
Water stations	4,117 13
Longwood levee	525 00
Total	$357,615 05

TABLE NO. 8.

Schedule of Rolling Stock Owned at the Close of the Year.

Locomotives.

Class.	On hand Jan. 1, 1889.	Added during the year.	Condemned as unserviceable.	On hand Dec. 31, 1889.	Condition.			Size of cylinders.				
					Thorough order.	Fair order.	In shop and requiring repairs.	12 x 22.	15 x 22.	16 x 24.	17 x 24.	18 x 24.
Shifting	7	5	.....	12	5	3	4	.....	.....	.....	11	1
8-wheel passenger	21	.....	.....	21	10	6	5	.....	.....	4	17	.....
8-wheel freight	36	7	2	41	29	5	7	1	.....	.....	32	8
10-wheel freight	10	6	.....	16	7	5	4	.....	.....	.....	.....	16
*Total	74	18	2	90	51	19	20	1	.....	4	60	25

Miles run.		Cost per mile run.	Cents.	Miles run to.	
Freight	1,047,766	Repairs	3.05	Ton of coal (2,000 lbs)	33.66
Passenger	822,206	Engineering and firing	5.45	Pint of lubricating oil	10.76
Switching	614,965	Watching and cleaning	.63	Pound of waste	104.71
Work	474,949	Fuel	6.53	Pounds of coal consumed per passenger mile	3.24
		Oil and waste	.31	Pounds of coal consumed per freight-car mile	11.55
		Water supply	1.24		
		All other M. P. d'p't expenses	.64		
Total	2,959,886	Total	17.85		

*Does not include two four-wheel freight running on Clinton & Port Hudson branch.

Table No. 8—(Continued).

Cars.

Passenger.	On hand Jan. 1, 1889.	Added and charged to equip.	Changed to another class.	On hand Dec. 31, 1889.
Bag., E., & M.	6	.....	.....	6
Bag. & exp.	2	.....	.....	2
Official	2	.....	.....	2
Passenger	24	10	.....	34
" comb.	6	2	.....	8
Total	45	15	.....	60

Freight.	On hand Jan. 1, 1889.	Added and charged to equip.	Added and charged to repairs.	Changed from another class.	Changed to another class.	Condemned and destroyed.	On hand Dec. 31, 1889.
Box	1,252	1	.....	.....	.....	22	1,211
Stock	599	.....	.....	.....	.....	.....	599
Flat	499	150	2	19	.....	25	646
Gondola	115	151	.....	.....	.....	3	263
Fruit	198	.....	.....	13	.....	13	185
Caboose	41	.....	.....	.....	20	.....	54
Coal	91	.....	.....	.....	12	.....	71
Tool	15	2	2	.....	.....	.....	21
Derrick	2	.....	.....	.....	.....	.....	2
Pile-driver	2	.....	.....	.....	.....	.....	2
Total	2,245	302	3	32	32	63	2,487

Cost per mile run.

Miles run to.

Class of cars.	Miles run.	Repairs.	Clean., oil and insp.	Fuel and light.	Oil and waste.	Total.	Gallon of oil.	Pound of waste.
Baggage, express and mail	717,786	.651	.403	.093	.057	1.177	172	659
Passenger	2,787,887	1.344	.403	.093	.057	1.897	172	659
Pullman	69,555	.....	.....	.....	.....	3.098	880	8,894
Freight	23,342,147	.206	.027	.095	.013	.251	889	21,804
Foreign freight	13,659,431	.118	.027	.095	.013	.163	889	21,804

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1891.

Fourth Annual Report of the Louisville, New Orleans & Texas Railway Company for the Fiscal Year Ending June 30th, 1891.

460 Directors and officers of the Louisville, New Orleans and Texas Railway Company.

Directors:

R. T. Wilson, New York.
C. P. Huntington, "
I. E. Gates, "
W. M. Johnston, "
E. H. Pardee, "
Wm. Mahl, "
J. M. Edwards, Memphis, Tenn.
E. Martin, Vicksburg, Miss.
A. C. Hutchinson, New Orleans, La.

Officers:

R. T. Wilson, president, New York.
J. M. Edwards, vice-president and general manager, Memphis, Tenn.
C. H. Bosher, secretary, New York.
F. H. Davis, treasurer, "
Wm. Mahl, controller, "
Holmes Cummins, attorney, Memphis, Tenn.
A. M. Cooke, assistant to general manager, "
Jos. T. Penton, auditor, "
Rob't Hazelhurst, assistant treasurer, "

The annual meeting of the stockholders is held on the first Monday in October.
New York office, No. 33 Wall street.

461 *The Fourth Annual Report of the Directors of the Louisville, New Orleans & Texas Railway Company to the Stockholders for the Fiscal Year Ending June 30th*, 1891.

NEW YORK, *September*, 1891.

The president and board of directors deeming it best to change the fiscal year of the company from December 31st to June 30th so as to conform to the fiscal year fixed by the Interstate Commerce Commission, and that of the several States to which this company renders annual reports of its transactions, now present their report of the operations of the road for the year ending June 30th, 1891, showing the physical condition of the property, and the financial condition of the company at the close of said year.

462 *Miles of Road Owned and Operated.*

The company owned at the close of the year and operates the following miles of road:

Main line:		
Memphis to New Orleans		456.18 miles.
West Side division:		
Coahoma to Lamont	75.41 miles.	
Wilczinski to Riverside Junction	42.50 "	
Leland to Huntington	23.00 "	
Lula to Trotters Point	10.05 "	
Hampton to Glen Allen	2.00 "	
Slaughter to Bayou Sara	16.44 "	
Bayou Sara to Woodville	25.10 "	
		194.50 "
East Side division:		
Clarksdale to Minter City	39.58 miles.	
Clinton to Ethel	8.62 "	
		48.20 "
N. J. & C. division:		
Natchez to Harriston	28.20 miles.	
Harriston to Jackson	* 70.70 "	
		98.90 "
Total, main line and branches		797.78 miles.
Sidings		122.78 "
Total miles of track		920.56 miles.

The average miles of road operated for the year were 790.13 miles against an average in the preceding year of 666.68 miles, an increase of 123.45 miles or 18.5 per cent.

The company built and commenced operating on September 1st, 1890, a branch from Clarksdale to Minter City, a distance of 39.58 miles. It also acquired by purchase in November, 1890, a line of railroad from Natchez, Miss., to Jackson, Miss., a distance of 98.90 miles, and changed to standard gauge that part of the road running from Natchez to Harriston, where it connects with the main line.

463 *Funded Debt.*

There were issued during the year $2,091,000 first-mortgage and $470,000 second-mortgage bonds for the payment of the above-mentioned properties, and for 10 locomotives, 2 baggage, express and mail, 13 passenger and 400 freight cars. There are reserved in the treasury of the company, $700,000 first-mortgage bonds for widen-

* 3 ft. 6 in. gauge.

ing the gauge between Harriston and Jackson, and for other purposes.

Earnings.

The transportation earnings and expenses for the year have been as follows:

	This year.	Last year.	Increase or decrease.	Per cent.
Freight	$2,426,792 69	$2,027,243 79	I $399,548 90	19.71
Passenger	1,001,411 64	839,551 76	I 161,859 88	19.27
Express	66,251 91	56,725 46	I 9,526 45	16.79
Mail	77,317 90	60,783 46	I 16,534 44	27.20
Telegraph	3,909 29	11,000 00	D 7,090 71	64.46
Miscellaneous	140,746 29	44,368 69	I 96,377 60	217.22
Total	$3,716,429 72	$3,039,673 16	I $676,756 56	22.26
Operating expenses	2,656,516 97	2,171,060 72	I 485,456 25	22.36
Earnings over operating expenses	$1,059,912 75	$868,612 44	I $191,300 31	22.02

Earnings over operating expenses as above	$1,059,912 75	
Other receipts	11,514 21	
		$1,071,426 96
Less fixed and other charges, viz:		
Taxes	$90,250 77	
Rental	1,637 00	
Miscellaneous expenses	11,814 75	
Operating Huntington transfer	2,751 54	
Interest and discount	16,451 77	
Interest on 1st-mortgage bonds	631,340 00	
		754,245 83
Leaving from transportation operations a surplus of		$317,181 13

464 The gross earnings of the road were the largest of any year since its opening in 1886, and were $4,703.56 per mile of road against $3,505.68 per mile of road in 1886. In this gratifying result is reflected the rapid development of the local interests, both agricultural and commercial, in the section of country traversed by this road, which needed only the stimulus of these arteries of commerce to develop a great country, unexcelled for the fertility of its soil.

The earnings from local freight were $1,405,830.10, an increase of $343,831.34, or 32.38 per cent. over the preceding year; and those from through freight were $1,020,962.59, an increase of $55,717.56, or 5.77 per cent. over the preceding year. The total earnings from freight show an increase of $399,548.90, or 19.71 per cent.

The tonnage, ton miles, and average receipts per ton per mile are:

Tons.	This year.	Last year.	Increase.	Decrease.	Per cent.
Local	515,845	407,609	108,236		26.55
Through	478,482	441,637	36,845		8.34
Total	994,327	849,246	145,081		17.08
Ton miles	224,146,200	204,849,089	19,297,111		9.42
Av. receipts per ton mile	1.082	.945	.137		1.43

The increase in the average receipts per ton per mile arises from increased rates of transportation on through traffic.

The earnings from local passengers were $904,621.84, an increase of $174,423.37, or 23.89 per cent., and those from through passengers were $96,789.80, a decrease of $12,563.49, or 11.49 per cent. The total earnings show an increase of $161,859.88, or 19.8 per cent.

465 The number of passengers carried, mileage, and average receipts per passenger per mile are:

Passengers.	This year.	Last year.	Increase.	Decrease.	Per cent.
Local	1,022,181	796,154	226,027		28.39
Through	22,799	28,364		5,565	19.62
Total	1,044,980	824,518	220,462		26.73
Passenger miles	40,863,850	33,368,396	7,495,454		22.46
Av. receipts per passenger mile	2.450	2.516		.066	2.38

There has been a decrease in the average receipts per passenger per mile of 3.79 per cent. in local passengers, and 3.68 per cent. in through passengers.

The gross earnings per mile of road were $4,703.56; operating expenses $3,362.12, taxes, fixed and other charges $943.98, total $4,306.10; leaving net earnings per mile of road of $397.46.

The earnings and expenses per revenue train mile have been as follows:

Earnings.	This year.	Last year.
Per freight-train mile	$1.67.02	$2.22.90
Per passenger-train mile	.96.82	1.01.58
Average all trains	$1.49.42	$1.75.10
Operating expenses	1.06.80	1.25.06
Earnings over operating expenses	.42.62	.50.04

The decrease in earnings per mile, of both passenger and freight trains, arises from the running of trains on the recently built branch lines, where the volume of business is at present at its minimum. It is expected, however, that the additional facilities afforded to the public by these trains, will result in an improvement of the local resources along these lines, which will be reflected in the earnings of the trains.

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Operating Expenses.

The operating expenses have absorbed 71.48 per cent. of the gross earnings; they were $485,456.25 or 22.36 per cent. greater than in the previous year, and have been as follows:

For—	This year.	Last year.	Increase.	Per cent.
Conducting transportation....	$979,699 69	$802,051 39	$177,648 30	22.15
Motive power.....	608,460 60	531,269 43	77,191 17	14.53
Maintenance of cars.	296,151 73	274,044 18	22,107 55	8.06
Maintenance of way.....	686,398 48	480,366 54	206,031 94	42.89
General expenses.....	85,806 47	83,329 18	2,477 29	2.97
Total	$2,656,516 97	$2,171,060 72	$485,456 25	22.36

The increase in the operating expenses arises from the following causes:

Conducting Transportation: There has been an increase in the revenue train miles of 601,144 miles or 31.87 per cent., and to this fact in the main is attributable an increase of $50,232.58 in the wages of trainmen, $7,236.48 in train expenses, and for injuries to persons and for stock injured or killed, $32,545.72. There has been an increase in the expenses of soliciting traffic of $22,165.97, in station expenses appertaining to the same of $28,287.53; in superintendence, dispatchers and clerks $32,197.68 and for damages freight of $22,261.95 nearly all of which has been occasioned by the increase in the freight tonnage amounting to 17.08 per cent., and in passenger travel to 26.73 per cent. There has been a decrease in repairs of buildings and wharves of $7,995.58, and in other minor items of $9,284.03, leaving a net increase of $177,648.30 or 22.15 per cent., over last year.

Motive Power: To the above-mentioned increase in train mileage of 31.87 per cent. is attributable the increase of $36,410.64 in the wages of engineers and firemen, $28,777.75 for fuel for locomotives, and $6,682.00 for water-supply and water-station attend-

467 ance. The erection of several new tanks and pump-houses has increased the item of water-station repairs $6,758.16. There has been an increase of $705.69 in minor items, but a decrease in the repairs of locomotives of $2,143.07, leaving a net increase of $77,191.17 or 14.53 per cent. over last year. The increased traffic of the year necessitated the almost constant service of the locomotives, and we have therefore been unable to make repairs as

thoroughly as desired. The new shops at Vicksburg are nearing completion and we shall then be in position to repair our equipment promptly, thoroughly and economically. The company owns 101 standard and 4 narrow gauge locomotives. Their capacity, condition, performance during the year, and work done in the locomotive department is more fully shown on table No. 7.

Maintenance of Cars: There has been an increase of 650,402 miles or 16.92 per cent. in the mileage of cars in passenger trains, and of 4,527,952 miles or 15.59 per cent. in the mileage of cars in freight trains. To this increase is attributable an increase of $4,181.96 in cleaning, inspecting, lubricating and heating cars, $4,664.27 in repairs of foreign freight cars, and $2,738.65 in repairs and expenses of sleeping cars. There has also been an increase in repairs of passenger equipment of $6,130.97, in freight cars of $9,291.88 and in the other minor items of $2,130.67, but there was a decrease in payments of mileage of cars of $7,030.85 leaving a net increase of $22,107.55 or 8.06 per cent. over last year. The company's passenger equipment consists of 68 standard and 8 narrow gauge cars, and its freight equipment of 2,810 standard and 68 narrow gauge cars. Their character, condition and work done upon them during the year is more fully shown on table No. 8.

Maintenance of Way: There has been an increase of 123.45 miles in the miles of track maintained and to this is attributable a large part of the increase of $46,986.21 in repairs of road-bed and track, and $27,631.74 in removing grass and weeds. There have
468 been put in the track during the year 2,378 (164,042 feet B. M.) switch-ties, and 327,789 cross-ties, which is equal to 117.24 miles of track relaid or 14.83 per cent. of the total number of ties in the track, and which has increased this item of expense $28,789.31. The expenditures for repairs of timber trestles have been largely in excess of the average annual requirements and amounted to $135,618.79 against $46,099.13 in the preceding year, an increase of $89,519.66. There was used in these repairs 2,334,012 feet B. M. lumber, and 5,072 piles aggregating 152,158 lineal feet, and it equaled the entire renewal of about five and one-half miles of trestling. There has been an increase of $6,058.48 in repairs of roadway buildings, of $3,263.52 in rail fastenings and spikes and $3,783.02 in other minor items making an increase of $206,031.94 or 42.89 per cent. over last year.

General Expenses: There is an increase in insurance of $1,209.63, in legal services and expenses of $5,229.31, and $3,933.46 in repairs of official cars, one of them being seriously damaged in a derailment, but there has been a decrease in other items leaving a net increase of only $2,477.29 or 2.97 per cent.

Construction and Improvement.

There was expended for the above account the sum of $612,105.80 on the main line and branches, and which has been charged to the capital account of the company. As the details of these expendi-

tures are more fully shown on table No. 6, reference is here made to the principal items only.

Main Line: During the year 28 miles of unballasted track have been ballasted with gravel, 15 miles have been regravelled, and on 24 miles of the road additional gravel has been added, costing $86,690.87. Arch and barrel culverts aggregating 879 feet in length have been built (replacing 789 lineal feet of trestles) at a cost of $15,355.06. A new all-iron span consisting of one 150′ and two 75′ spans has been erected at Bogue Phalia at a cost of $11,820.08 for the piers and $12,635.73 for the superstructure. New coal
469 bins have been erected at Harriston and Coahoma, costing $3,893.50, and those at Cleveland and Leland have been extended at a cost of $769.95. The grade at Hamburg hill was lowered to the ruling grade on that division at a cost of $4,435.74, and $46,012.33 was expended in filling timber trestles aggregating 6.25 miles in length. There was expended for right of way at Vicksburg $42,475.00 and $3,129.95 at other points along the line of the road. For station buildings and warehouses there was expended the sum of $18,691.08, of which $3,099.13 is for new stations at Renovo and Lula; $7,602.15 for extensions of stations at Rolling Fork, Shelby, Hollandale, Cleveland, Tunica, Coahoma, Robinsonville and Duncan, which were made by direction of the railroad commission; $2,236.09 for semaphore and train order signals along the line of the road; $1,326.56 for the erection of new platforms at Bibbs, Shaw, Carnesville, Gayden, Whittaker, Clayton, Lula and Vicksburg; $1,638.72 for extension of cotton platform at Memphis, and $2,788.43 for other miscellaneous items. New tool-houses were erected at Wilson and Gloster, costing $127.52, and extensions and improvements were made to other section-houses at a cost of $974.05. There were added during the year 12 miles of additional sidings, costing $100,020.22. New water tanks were erected at Clayton, Harriston and Cleveland, costing $2,115.06 and extensions and additions have been made to others, costing $3,193.48. There was expended for terminal facilities, at Memphis $22,858.18, increasing the sidings in said yards by 3.44 miles; at Vicksburg $2,800.00 for additional right of way, and $3,423.77 for filling around passenger depot and $\frac{1}{10}$ mile of new track; and at New Orleans $26,100.00 for warehouse on Poydras, Claiborne, Lafayette and Clara streets; for street-crossing gates $995.70, and $4,013.77 for increase of $\frac{6}{10}$ mile in new tracks. There was expended for account of Vicksburg shops $121,743.39, of which $74,745.73 is for buildings and $46,997.66 for machinery.

Branches: A large amount of sand ballast was distributed at various points at a cost of $23,292.52, for iron caissons at
470 Thompson's creek there was expended $5,435.73; for grading new line at Trotter's point and Glendale $1,760.01. A new station building and platform were erected at Round Lake, costing $2,144.00, and one at Turnbull, costing $727.72. A new station building has also been erected at Natchez and one at Stampley. There has been an increase in length of sidings of 1.4 miles.

Equipment: There has also been added to the equipment of the

road, 10 locomotives, 2 baggage express and mail cars, 13 passenger cars and 401 freight cars, costing $333,725.60, and which has been charged to the capital account of the company.

General.

The company owned 774,634 acres of land in the Yazoo delta, the proceeds of which are to be applied from time to time in the redemption of the income bonds, as provided for in the mortgage. Of this amount 194,989 acres have been sold.

A tolerably correct estimate of the exceptional resources and material prosperity of the section of country traversed by these lines can be formed by the following statement of the earnings since the road was opened:

Years.	Av. miles operated.	Gross earnings.	Operating expenses.	Net earnings.
1890-'91	790.13	$3,716,429 72	$2,656,516 97	$1,059,912 75
1889-'90	666.68	3,039,673 16	2,171,060 72	868,612 44
1888-'89	527.09	2,559,024 74	1,844,556 17	714,468 57
1887-'88	514.53	2,443,376 12	1,682,303 19	761,072 93
1886-'87	514.53	1,993,101 04	1,346,151 45	646,949 59

The rapid development of the local interests, principally agricultural, which resulted from the opening of these lines, may be measured by the increase in the local traffic, which shows a gain of 117.2 per cent. in three and one-half years, and during which time the earnings of the branches, added in the last two years, have been at their minimum.

471 The improvement in the physical condition of the road-bed, track and structures is constantly progressing, and since the road was opened large sums of money have been expended annually for this purpose. On the main line 232.7 miles are now laid with steel rails weighing 62 pounds per yard, 220.4 miles are laid with steel rails weighing 56 pounds per yard, and only 2.5 miles of the 50-pound steel rails originally laid now remain in the track. When the road was opened there were 25.60 miles of timber trestling in the main line, of this 10.60 miles have been wholly filled, and 1.45 miles partially filled, substituting a permanent road-bed for a class of structures which require constant care and attention, and whose maintenance and renewal form a considerable item in the expenses of operation. Of the main line, 222 miles have been ballasted with gravel since the opening of the road, and on the branches considerable sand ballast has been distributed. The sidings on the main line have been increased by 35.42 miles, and there are now 95.32 miles of sidings on the main line, which is nearly 21 per cent. of the entire distance.

The completion of the repair shops at Vicksburg materially improves our condition in the repairs of our rolling stock, both as to time required to make repairs and cost of making them. These

shops are the main repair shops of the company, and embrace the following buildings which are of brick; engine-house of 20 stalls, sand-house, 70 ft. by 36 ft., oil-house, 60 ft. by 20 ft., machine shop, two story, 90 ft. by 190 ft., planing mill, 79 ft. by 100 ft., and car shop, 60 ft. by 150 ft., smith shop, 60 ft. by 106 ft., and boiler shop, 60 ft. by 56 ft., stationary boiler-house, 35 ft. by 50 ft., store-room and office, two story, 46 ft. by 88 ft., also paint shop of galvanized iron, 42 ft. by 130 ft., one all-iron locomotive-transfer table, 32 ft. in length, and one car-transfer table, 60 ft. in length. The roofs of all buildings are either of slate or galvanized iron, the buildings are all well lighted, are ample in their accommodations, and have been equipped with all necessary machinery and appliances to do work promptly and economically.

472 These improvements will increase the efficiency of the company's service to the public, and enable it to handle its increasing business at less cost than in the past. This has become a necessity to all railroads, as the constant tendency towards lower rates of transportation and the increasing compensation from year to year to its operatives, as well as the greater price for all materials used, require that the railroads employ every means to reduce the cost of operation so that there may remain a margin of profit, between the charges and expenses, sufficient to leave a fair rate of interest upon the capital invested in them.

For statements showing the financial condition and other details appertaining to the physical operation of the road, you are referred to the accompanying report of the controller.

The board desires to express its thanks to Maj. J. M. Edwards, vice-president and general manager, who has had the immediate supervision of its local management, and to the other department officers and employés who have assisted him in its administration.

By order of the board:

R. T. WILSON, *President.*

473 *Controller's Report.*

NEW YORK, *September*, 1891.

To the president and directors of the Louisville, New Orleans and Texas Railway Co.

SIRS: I submit herewith tables showing the financial condition of the company, June 30th, 1891, and other details pertaining to the physical operations of the road.

Table No. 1. Cost of road, resources and liabilities.
Table No. 2. Income account.
Table No. 3. Monthly earnings and operating expenses.
Table No. 4. Freight tonnage and statistics.
Table No. 5. Passenger travel and statistics.
Table No. 6. Expenditures charged to capital account.
Table No. 7. Locomotives owned and mileage.
Table No. 8. Cars owned and mileage.

Respectfully,

WM. MAHL, *Controller.*

TABLE No. 1.

Cost, Resources, and Liabilities, June 30th, 1891.

Assets:			Liabilities:		
Cost of road and franchises		$40,154,666 45	First-mortgage 4% gold bonds	$16,832,000 00	
Construction and improvement	$1,912,848 87		In company's treasury	700,000 00	
Real estate	30,132 82				$16,132,000 00
		1,942,981 69	Second-mortgage income 5% currency bonds		9,104,000 00
Cash	$6,278 84		Income 6% currency bonds		10,000,000 00
Remittances in transit	49,245 94		Capital stock		5,000,000 00
Agents and conductors	92,083 90		Bills payable	$344,739 29	
Sundry parties	130,414 73		Unpaid vouchers and pay-rolls	602,271 95	
U. S. P. O. Department	20,652 89		Due on traffic balances	53,652 85	
Stock of supplies	217,469 75		Due sundry parties	286,169 51	
Unadjusted open accounts	117,779 46		Unadjusted open accounts	71,828 16	
Land and town-site notes	758,783 51		Land — town-site account	867,735 12	
N. J. and C. R. R.	141,272 03		Interest accrued on coupons maturing Sept. 1st, 1891	215,093 84	
Southport branch and elevator	194,155 02				2,441,490 72
L., N. O. & T. of Ark	48,336 91				
Financial Improvement Co.	81,274 24				
		1,857,747 22	Balance from income account		1,277,904 64
Total		$43,955,395 36	Total		$43,955,395 36

NOTE.—The first-mortgage bonds are 50-year 4% gold bonds, dated 1886, interest payable March and September 1st.
The second-mortgage income bonds are 50-year 5% currency bonds, dated 1886, interest cumulative, payable March and September 1st, commencing September, 1888, and payable only when earned.
The income bonds are 50-year 6% currency bonds, dated 1884, interest non-cumulative and payable March and September 1st, if earned.

WIRT ADAMS, STATE REVENUE AGENT.
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TABLE No. 2.

Income Account, June 30th, 1891.

Disbursements:			Receipts:		
Conducting transportation	$979,699 69		Balance from last year		$960,723 51
Motive power	608,460 60				
Maintenance of cars	296,151 73		Freight earnings	$2,426,792 69	
Maintenance of way	686,398 48		Passenger "	1,001,411 64	
General expenses	85,806 47		Express "	66,251 91	
			Mail "	77,317 90	
Miscellaneous expenses	$11,814 75	$2,656,516 97	Telegraph "	3,909 29	
Taxes	90,250 77		Miscellaneous	140,746 29	
Interest on 1st-mortgage bonds	631,340 00				
Interest on other debt	16,451 77		Operations Tennessee St. tracks	$1,772 29	3,716,429 72
Rentals	1,637 00		Operations M. & N. W. R. R.	6,010 42	
Operations Huntington transfer	2,751 54		Miscellaneous collections	3,731 50	
		754,245 83			11,514 21
Balance to credit of gen'l acc't		1,277,904 64			
Total		4,688,667 44	Total		$4,688,667 44

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TABLE No. 3.

Monthly Statement of Earnings and Expenses.

Months.	Freight.	Passenger.	Express.	Mail.	Telegraph.	Miscellaneous.	Total earnings.	Operating expenses.	Earnings over operating expenses.
July, 1890	$115,897 05	$79,864 41	$5,504 84	$5,719 57	.....	$3,487 09	$210,472 96	$170,030 95	$40,442 01
August, "	133,457 52	84,511 70	5,465 90	5,719 57	.....	2,151 50	231,306 19	192,356 27	38,949 92
September, "	178,529 80	77,277 97	5,305 02	5,719 57	.....	1,789 80	268,622 16	208,553 63	60,068 53
October, "	250,939 40	80,950 14	5,528 23	10,449 69	$886 16	1,803 79	350,557 41	229,791 15	120,766 26
November, "	275,154 31	87,281 01	5,361 62	6,218 30	.....	2,489 33	376,504 57	236,742 16	139,762 41
December, "	312,031 97	116,271 70	6,028 01	6,218 30	.....	92,685 99	533,235 97	268,173 81	265,062 16
January, 1891	264,175 22	98,814 57	5,638 48	6,066 85	.....	3,016 42	377,711 54	252,965 84	124,745 70
February, "	199,279 76	87,112 83	5,166 23	5,975 96	.....	11,183 66	308,718 44	236,898 21	71,820 23
March, "	205,061 52	74,204 68	5,648 40	6,873 66	.....	2,912 66	294,700 92	240,077 95	54,622 97
April, "	179,796 61	69,449 58	5,469 98	5,981 96	3,023 13	4,551 99	268,273 25	227,919 39	40,353 86
May, "	167,871 09	72,499 92	5,642 88	6,033 87	.....	2,978 61	255,026 37	201,272 30	53,754 07
June, "	144,598 44	73,173 13	5,492 32	6,340 60	.....	11,695 45	241,299 94	191,735 31	49,564 63
Total 1890,'91.	$2,426,792 69	$1,001,411 64	$66,251 91	$77,317 90	$3,909 29	$140,746 29	$3,716,429 72	$2,656,516 97	$1,059,912 75
" 1889,'90.	2,027,243 79	839,551 76	56,725 46	60,783 46	11,000 00	44,368 69	3,039,673 16	2,171,060 72	868,612 44
Increase	$399,548 90	$161,859 88	$9,526 45	$16,534 44	.....	$96,377 60	$676,756 56	$485,456 25	$191,300 31
Decrease	.....	.....	.....	.....	$7,090 71	.....	.....	.....	.....

TABLE No. 4.

Statement of Freight Tonnage, Ton Miles, Train and Car Mileage.

	North.	South.	Total 1890–1891.	Total 1889–1890.	Increase.	Decrease.	Per cent.
Tons carried	335,408	658,919	994,327	849,246	145,081		17.08
Tons carried one mile	62,598,321	161,547,879	224,146,200	204,849,089	19,297,111		9.42
Average length of haul	186.63	245.17	225.42	241.21		15.79	6.54
Freight-train mileage			1,496,464	1,082,955	413,509		38.18
Total freight-car mileage	16,992,317	16,573,641	33,565,958	29,038,006	4,527,952		15.59
Loaded " " "	7,584,877	15,236,970	22,821,847	19,448,404	3,373,443		17.34
Percentage of loaded-car mileage	44.63	91.93	67.99	66.97	1.02		1.52
Average tons per loaded car	8.25	10.60	9.82	10.53		.71	6.74
" loaded cars per train	10.14	20.30	15.25	17.95		2.70	15.04
" empty " " "	12.56	1.80	7.17	8.85		1.68	18.98
" tons per train	83.66	215.90	149.78	189.15		39.37	20.81
Mileage of L., N. O. & T. cars on this road	9,432,534	9,377,173	18,809,707	13,668,055	5,141,652		36.61
Mileage of foreign cars on this road	7,559,783	7,196,468	14,756,251	15,369,951		613,700	3.99
Percentage of foreign mileage	44.49	43.42	43.96	52.93		8.97	16.94
Mileage of L., N. O. & T. cars on foreign roads			7,181,966	4,932,553	2,249,413		45.60

TABLE No. 5.

Statement of Passengers Carried, Passenger Miles, Train and Car Mileage.

	North.	South.	Total 1890-1891.	Total 1889-1890.	Increase.	Decrease.	Per cent.
Passengers carried	528,603	516,377	1,044,980	824,518	220,462	.....	26.73
" " one mile	20,872,255	19,991,595	40,863,850	33,368,396	7,495,454	.....	22.46
Average length of haul	39.48	38.71	39.10	40.47	.....	1.37	3.38
Passenger-train mileage	.....	.....	990,734	803,099	187,635	.....	23.36
Total mileage of cars in train	.....	.....	4,498,944	3,843,542	650,402	.....	16.92
Average number of cars in train	.....	.....	4.53	4.78	.....	.25	5.23
Average number of passengers in train	42.13	40.35	41.24	41.54	.....	.30	.72

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TABLE No. 6.

Expenditures Chargeable to "Construction" and "Improvement."

Accounts.	Main line.	Branch lines.			Total.
		West Side Div.	East Side Div.	N. J. & C. Div.	
Ballast	$86,690 87	$8,457 99	$14,834 53		$109,983 39
Bridge and culvert masonry	15,355 06	5,435 73		$1,044 76	21,835 55
Bridge superstructure	12,625 73	3 65		3 50	12,642 88
Car shops and sheds	163 04				163 04
Cattle guards and crossings	1,868 56	1,136 97	467 33	25 33	3,498 19
Cross and switch ties			89 00		89 00
Engine-houses	1,074 18	142 76			1,216 94
Engineering expenses	8,617 81	192 30	1,221 65	76 30	10,108 06
Fencing	1,305 62	282 92	95 43	253 62	1,937 59
Fuel stations	4,663 45				4,663 45
Graduation	50,448 07	1,906 40	115 60		52,470 07
General offices, salaries and expenses			500 00		500 00
Incidentals			585 00		585 00
Rails			702 05		702 05
Right of way			46 25	909 29	48,343 16
Stations, warehouses and stock pens	45,604 95	1,782 67	674 11	1,397 80	22,205 12
Section, tool and watch houses	18,691 08	1,442 13	1,626 73	237 09	3,287 92
Sidings	1,101 57	322 53		175 67	105,703 22
Track—labor laying	100,020 22	5,507 33			8,079 92
" superstructure	8,079 92				27 50
Telegraph			27 50		227 59
Timber trestling		227 59			13,053 17
Turn-tables	12,180 80	788 57		83 80	784 13
Water stations	326 48	457 65			5,342 35
Yards, Memphis	5,308 54		33 81		22,858 18
" Vicksburg	22,858 18				6,223 77
" Natchez	6,223 77				158 79
" Wilson				158 79	626 14
New Orleans terminals	626 14				31,109 47
Vicksburg shops	31,109 47				121,743 79
Inclines, Helena and Minter City	121,743 79				1,936 37
		1,385 61	550 76		
Total	$556,697 30	$29,472 80	$21,569 75	$4,365 95	$612,105 80

TABLE No. 7.

Statement of Locomotives Owned, Mileage, and Expenses.

Standard gauge.	On hand June 30, 1891.	Condition.			Size of cylinders.						Work done on locomotives.	
		Thorough order.	Good order.	Requiring repairs.	10 x 16	12 x 16	12 x 22	16 x 24	17 x 24	18 x 24		
6-wheel switching	14	9	3	2	.....	.....	.....	.....	11	3	Received thorough repairs	11
8-wheel passenger	21	17	2	2	.....	.....	.....	4	17	.....	Received general repairs	31
8-wheel freight	42	21	16	5	.....	.....	1	.....	33	8	Received light repairs	24
10-wheel freight	24	17	3	4	.....	.....	.....	.....	.....	24	Extension fronts and brick arches	9
Total	101	64	24	13	.....	....	1	4	61	35	New ties	8
Narrow gauge	4	.....	3	1	2	2	....	.....	.....	.....	New cylinders and steam chests	4
											New tanks	1

Miles run with—		Cost per mile run.		Miles run to.	
			Cents.		
Freight trains	1,623,827	Repairs	2.63	Ton of coal (2,000 lbs.)	37.65
Passenger trains	1,085,673	Engineering and firing	5.99		
Switching	634,074	Watching and cleaning	.63	Pint of lubricating oil	11.84
Work-trains	620,162	Fuel	6.35		
		Oil and waste	.31	Pound of waste	107.97
		Fuel station attendance	.52		
		Water supply	.97		
		All other M. P. department expenses	.51	Pounds of coal consumed.	
		Total	17.91		
		Average cost of repairs per locomotive per annum	$953.74	Per passenger-car mile	12.06
Total	3,963,736			Per freight-car mile	3.03

WIRT ADAMS, STATE REVENUE AGENT. 389 5283

TABLE No. 8.

Statement of Cars Owned, Mileage, and Expenses.

Standard-gauge cars.	Passenger equipment.						Freight equipment.									
	M., B. & E.	B. & E.	Pass.	Pass. comb.	Official.	Total.	Fruit.	Box.	Stock.	Gond.	Flat.	Caboose.	Road.	Tool.	Other.	Total.
On hand July 1st, 1890	4	6	35	5	2	52	181	1,206	50	261	640	55	68	3	4	2,468
Added and charged to equipment	2	.....	9	4	1	15	.....	401	.....	.....	.....	.....	.....	.....	.....	401
Added and charged to repairs	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	39	.....	.....	.....	.....	39
Condemned and destroyed	.....	.....	.....	.....	.....	.....	2	31	.....	2	62	1	.....	.....	.....	98
On hand June 30th, 1891	6	6	44	9	3	68	179	1,576	50	259	617	54	68	3	4	2,810
Condition:																
In thorough order	3	3	30	5	3	44	.....	1,045	37	182	.....	36	.....	.....	1	1,301
In good order	2	2	10	3	.....	17	179	481	13	2	258	14	68	3	2	1,020
Requiring repairs	1	1	4	1	.....	7	.....	50	.....	75	359	4	.....	.....	1	489
Work done:																
Bodies rebuilt	.....	.....	.....	.....	1	1	.....	.....	.....	.....	39	.....	.....	.....	1	40
Trucks rebuilt	.....	.....	.....	.....	1	1	.....	.....	.....	.....	39	.....	.....	.....	.....	39
Received thorough repair	2	2	.....	2	.....	6	18	645	9	5	403	.....	.....	.....	.....	1,080
" general "	2	2	22	2	.....	28	26	382	18	42	.....	.....	.....	.....	.....	468
Painted	4	3	22	4	.....	33	18	165	9	.....	120	.....	.....	.....	.....	312
Varnished	4	3	22	4	.....	33										
New roof	4	3	.....	.....	.....	7	5	153	.....	.....	.....	.....	.....	.....	.....	158
Changed to cane cars	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	91	.....	.....	.....	.....	91
" to excursion cars	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6	.....	.....	.....	.....	6
" to incline "	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	.....	.....	.....	.....	2
Narrow-gauge cars on hand June 30th, 1891	2	.....	4	2	.....	8	.....	39	3	.....	23	.....	2	.....	1	68

TABLE No. 8.

Statement of Cars Owned, Mileage, and Expenses—Continued.

Class of cars.	Miles run.		Cost per mile run.					Miles run to—		Average repairs per car per annum.
	Total.	Average per car.	Repairs.	Fuel and light.	Oil and waste.	Clean oil and insp.	Total.	Gallon of oil.	Pound of waste.	
Baggage, mail and express	840,970	60,055	1.2290	.0370	.0840	.4280	1.7780	214	399	$738 27
Passenger	2,955,843	50,099	1.1480	.0370	.0840	.4280	1.6970	214	399	576 39
Pullman	630,977	.....	.....	.....	.....	.....	4.4130	214	399	.....
Freight	25,991,673	9,687	.2987	.0018	.0172	.0270	.3447	008	2,868	28 15
Foreign freight	15,352,890	.....	.2446	.0018	.0172	.0270	.2906	808	2,860	.....

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5284

483 *Johnston Assignment.*

This agreement made and entered into this the 27th day of December eighteen hundred and eighty-two, by and between William M. Johnston of the city, county and State of New York of the first part and the Mississippi Valley Construction Company a corporation created, organized and existing under and by virtue of the laws of the State of New Jersey of the second part.

Whereas heretofore and under the date of the twenty-seventh day of December eighteen hundred and eighty-two, the party of the first part hereto entered into an agreement with the Memphis and Vicksburg Railroad Company to which agreement reference is hereby made with the like effect as if the same were here fully set forth, and

Whereas it has been agreed by and between the parties hereto that the said agreement should be assigned by the party of the forst part hereto to the party of the second part hereto, and that the party of the second part hereto should assume the performance of said contract and indemnify and save harmless the party of the first part hereto in respect of the same.

Now therefore this agreement witnesseth, that in consideration of the premises and the mutual unde-takings and agreements hereinafter contained and of one dollar by each of the parties hereto in hand paid at or before the ensealing of these presents, the receipt whereof is hereby acknowledged the party of the first part has assigned, transferred and set over and does hereby assign transfer and set over unto the party of the second part and its successors the said contract between the said party of the first part and the said Memphis and Vicksburg Railroad Company hereinbefore referred to and all rights and privileges under said contract or in anywise appertaining thereto and the said party of the second part has assumed and hereby assumes the performance of the said contract and has undertaken and agreed and does hereby undertake and agree to indemnify and save harmless the said party of the first part in respect of the said contract and all the undertakings and
484 obligations on his part therein contained and the said party of the second part is hereby substituted in the place of the said party of the first part in reference to the matters referred to in said contract and the rights, privileges, and obligations therein expressed.

In witness whereof the party of the first part has hereunto set his hand and seal and the corporate seal of the party of the second part has been attached hereto the day and year first above written.

J. M. EDWARDS, a witness for defendant, being duly sworn, testified as follows:

Q. You are Major J. M. Edwards, are you not?
A. Yes.
Q. Where do you live now?
A. New York city.

Q. When did you go to New York?
A. January, 1894.
Q. Where did you live previous to that?
A. For the ten years previous to that I lived in Memphis. For two years previous to that time, in 1882 and 1884, I lived in Vicksburg, Miss.
Q. Are you in the employment of the Y. & M. V. R. R. Co.?
A. No.
Q. Are you in the employment of the Illinois Central R. R. Co.?
A. No, sir.
Q. If you are in the employment of any person or corporation or partnership, I will get you to tell it to the jury.
A. I am at present employed with R. T. Wilson & Co., of New York city.
Q. Have you any interest in the result of this suit?
A. None at all in the world.
Q. Neither direct or indirect?
A. Not a dollar in the world.
485 Q. So far as you know, has R. T. Wilson any interest in the result of this suit?
A. Not a dollar, so far as I know.
Q. Or R. T. Wilson & Co.?
A. Not a dollar.
Q. I will get you to state whether you had any official relation with the L., N. O. & T. R. R. Co. at any time; and, if so, what that relation was, when it began, and when it terminated.
A. Yes, sir; I began with the L., N. O. & T. R. R. Co. in May, 1882, with the constituent companies, before the L., N. O. & T. R. R. Co. was formed, and I continued with that corporation until its merge or consolidation with the Y. & M. V. R. R. Co., and then I remained until January, 1894, when I went to New York.
Q. In what capacity were you with the L., N. O. & T. R. R. Co.?
A. I was its vice-president and gen. mgr. and supt. of construction of its line.
Q. I was just about to ask, did you have anything actively to do with the construction of that railroad?
A. Yes; I was supt. of construction of its line.
Q. In order that the jury may understand it clearly, I will get you to tell them when this railroad was built.
A. As far as our connection with it began, it was begun in 1882. I went to Vicksburg in 1882 to look after it. There had been some small portions of the line upon which construction had been begun before we went there. The Mississippi Valley and Ship Island R. R., I think, was built from Memphis down about 25 miles. There had been some grading on the Memphis & Vicksburg R. R. north of Vicksburg in 1872.
Q. In your capacity as vice-president, or in any other capacity, had you anything to do with the financial affairs of the company?
A. I had charge of its finances as far as they referred to the construction of the road in the country here, and its payments for constructions were made under my supervision.

Q. State now, Major, whether the L., N. O. & T. R. R. Co. built that portion of the road which is known in this controversy and generally as the special charter part of the Riverside division?

A. No, sir; the L., N. O. & T. did not build that. It was built by what is known as the Levee Company charter. The Memphis and New Orleans Railroad and Levee Company.

Q. They built that special charter road?

A. Yes, sir.

Q. What company built the remaining portion of the Riverside division?

A. The L., N. O. & T. R. R. Co. built the remaining portion.

Q. Did the L., N. O. & T. R. R. Co. build the branch which is known as the Helena branch?

A. No, sir; not originally. That was built by the Mobile & Northwestern Co. originally.

Q. How did the L., N. O. & T. acquire that branch?

A. By purchase. The road was sold and they acquired it. I think they purchased it from Chas. M. Calhoun.

Q. Did it or did it not construct that portion or branch which runs from Lula southeast down to Eagles Nest?

A. No, sir; that was originally a narrow-*guage* road. It ran originally from Helena, and they, after acquiring it, broadened the *guage* to a standard *guage* track.

Q. What company built the Tallahatchie branch?

A. The L., N. O. & T. R. R. Co.

Q. The Bayou Sara branch?

A. The L., N. O. & T. did—at least that portion which was extended from Bayou Sara to Slaughter. The old portion of the line from Woodville to Bayou Sara was built by the West Feliciana R. R. Co. forty or fifty years ago.

Q. That part which the L., N. O. & T. built ran from Bayou Sara to Slaughter and brings that Feliciana R. R. in touch with the L., N. O. & T.?

A. Yes, sir; it makes connection with the main line at Slaughter.

Q. And all that portion constructed by the L., N. O. & T. from Bayou Sara to Slaughter runs in the State of Louisiana?

486 A. Yes, sir; the L., N. O. & T. did a great deal of reconstructing on the old part of it, but the new construction was in the State of Louisiana.

Q. That portion of the Bayou Sara branch which runs in the State of Mississippi was part of the old West Feliciana road and was purchased by the L., N. O. & T.?

A. Yes, sir; it was purchased by the L., N. O. & T. R. R. Co.

Q. Can you tell me how long that piece of line was from Bayou Sara to Slaughter?

A. I think that was 25 miles, sir, from Bayou Sara to Slaughter.

Q. That was the part built by the L., N. O. & T.?

A. I think it was 18 or 20 miles. I h-ve forgotten the exact mileage. I think the whole distance is 42 or 43 miles from Woodville to Slaughter. The old part was about 25 miles, and the balance was the new part which was built.

Q. Were you aware of the contracts which have been put in evidence here between the Financial Improvement Co. and the L., N. O. & T. R'y Co. for the construction of these roads or the various constituent companies?

A. Yes, sir; I was.

Q. Aware of the making of them?

A. Yes; and aware of the carrying out of them.

Q. Did you have anything to do with the carrying out of them?

A. I acted as the agent of the Financial Improvement Co. in carrying them out.

Q. Now, state to the jury what the L., N. O. & T. R. R. Co. paid to the Financial Improvement Co. for doing that work.

A. The L., N. O. & T. R. R. Co paid in bonds and stocks.

Q. For instance, do you know how much stock it paid to the Financial Improvement Co.?

A. Paid at the rate of $10,000 a mile for the main line from Memphis to New Orleans.

Q. How much did that amount to?

(Witness here turns to pamphlets for information.)

A. $4,547,000.00, which is at the rate of $10,000.00 a mile on 454.7 miles of road.

Q. Was that the length of the road?

A. That is the length of the main line from Memphis to New Orleans at the time of its construction.

Q. What first-mortgage bonds did it pay to that company?

A. It paid 55 first-mortgage bonds at the rate of $24,000.00 per mile, amounting to $10,912,000.00.

Q. At that time was there or was there not any second mortgage?

A. There was no second mortgage at all.

Q. The first-mortgage bonds were secured on what?

A. Secured on the road-bed and track.

Q. Did it pay any other besides these first-mortgage bonds?

A. Paid what is called the land-grant income bonds. Paid at the rate of $20,000.00 per mile, making $9,0-4,000.00.

Q. About what time were these payments authorized by the board of directors?

A. Authorized the 18th Sept., 1884.

Q. Did those payments comprise all the payments which the L., N. O. & T. R. R. Co. made to the Financial Improvement Co. for work done?

A. No, sir.

Q. What other payments of stocks, bonds, etc., were made for construction?

A. Under the construction contract which the Financial Improvement Co. had with the L., N. O. & T. R. R. Co. there was a great deal of work which had to be furnished by the railway company itself. The railway company had no money at all of any kind, and the Financial Improvement Co. made payment for all of this outside and extra work, and on Nov. 21st, 1884, the board of directors paid to the Financial Improvement Co. $1,350,000 of its first-mort-

gage bonds for extra work. These bonds were taken at the price of 75 cts. on the dollar for the cash expended.

Q. Those were the bonds secured by the mortgage of 1884?

A. Yes, sir; those were the bonds secured by the mortgage of 1884.

487 Q. Were there any further payments made?

A. The next payment was made Ap'l 7th, 1886.

Q. What was that?

A. The Financial Improvement Co. had continually done a great deal of work for the continued construction of the L., N. O. & T. road upon its main line, and it was paid $1,379,000 of its first-mortgage bonds for the cash expended by the Financial Improvement Co., taking the bonds at the rate of 75 cts. on the dollar.

Q. I will get you to state whether or not it is the case that the L., N. O. & T. R'y Co. had the money itself with which to do this work and construct the road.

A. The L., N. O. & T. R'y Co. had no money whatever.

Q. Were these bonds and stock saleable on the market?

A. They were not saleable; they were never saleable.

Q. The road was not constructed at that time when these contracts were made?

A. There was no road constructed at the time when these contracts were made. The road had nothing to pay in except its securities.

Q. I will get you to tell the jury when the next payment of stocks and bonds were made—the next bond transaction?

A. The next bond transaction was when what was known as a special charter line; the lines which were built under the special charter were bought by the L., N. O. & T. R. R. Co.

Q. That is a part of the railroad?

A. Yes, sir; the Riverside division, which extends from Leland to Huntington and from Wilczinski to Glen Allen; that was paid for in stocks and bonds.

Q. Please tell the jury what amount.

A. They paid for that $453,000 of stock, $1,140,000 of first-mortgage bonds. Those were of a different series of bonds; bonds of 1886, 4 % bond-, $218,000 of second-mortgage bond-, and $906,000 of the land-grant income bonds.

Q. That was paid to the company that owned the road for the franchise?

A. That road was bought, I think, by an individual at the foreclosure sale. If I am mistaken in that Col. Yerger can correct me. I think it was bought by an individual and sold by the individual to the railroad for these considerations.

Q. Bought under a mortgage sale?

A. Yes, sir.

Q. What is the next bond transaction—bonds or stock, either?

A. It is proper to state that prior to this time these first-mortgage bonds, 5 %, had been converted into a different series of bonds—1886.

Q. Why was that done?

A. Because the interest on the first-mortgage bonds, which were outstanding, were such that the road could not pay the first-mortgage interest, and they wanted to reduce the absolute fixed charges on the property.

Q. That is to say, among other things, the interest on the first-mortgage bond-?

A. Wanted to reduce the interest on the first-mortgage bonds to such an amount that the road could pay its interest on the first-mortgage bond-, and to fund the difference between the 5 % first-mortgage bonds outstanding into the second-mortgage bond-, on which the interest did not begin until 1888.

Q. That is the first thing that brought the second-mortgage bonds into existence?

A. Yes, sir; the road was not able to pay interest on its outstanding 5 % first-mortgage bonds.

Q. Why was it considered desirable to reduce interest on the first-mortgage bonds so the road could pay it?

A. It was to endeavor to get the bonds so they would be marketable. The bonds had no market value. It could not show that it could pay its interest on these bonds and they had no market value.

Q. If the road could not pay its interest on the bonds, it might have led to a foreclosure?

A. It might have led to a foreclosure; yes, sir.

Q. Go ahead.

488 A. Under these considerations there was outstanding at that time $13,641,000. I think the figures are of first-mortgage 5% bonds. They were funded into $10,000,000 of 4% first-mortgage bonds. The remainder of the $3,641,000 and the difference between the 5% and the 4% bonds was funded into a second-mortgage bond, on which interest would begin in 1888 to the amount of $7,899,000.

Q. Was the funding of that $3,000,000 of first-mortgage 4% bonds done arbitrarily?

A. No, sir.

Q. Please explain that.

A. There was a careful and elaborate calculation as to the relative value of a 5% and a 4% bond.

Q. That was based upon what consideration?

A. Based upon the consideration of payment of interest and the relative value of a 4% and a 5% bond.

Q. What I want to get at is whether those considerations were considerations peculiar to the parties to the transaction or whether the calculation was made and the result reached under known financial rules.

A. It was reached by known financial rules as to values between those different classes of bonds, and the object of it, as I stated before, was to reduce the absolute first-mortgage interest to $400,000, whereas before it was $650,000.

Q. That change from $13,000,000 in round numbers of the firsts

to the $10,000,000 of firsts and $7,000,000 of seconds, that gave rise to the mortgage of 1886?

A. Yes, sir; that gave rise to the mortgage of 1886.

Q. Was it the fact that this $10,000,000 of firsts which were issued under the first mortgage of 1884 were issued in addition to the $3,600,000 of firsts?

A. It was not. The other bonds were, I think, canceled. The two sets of bonds were not out together.

Q. All of that thing is explained by these mortgages?

A. Yes, sir.

Q. The effect of that was that the firsts were reduced from $13,000,000 to $10,000,000?

A. If they were not canceled they were filed with the trustees in order that the others might be issued.

Q. As collateral security?

A. Yes, sir; I cannot say whether they were canceled or filed as collateral security.

Q. I will get you to explain the next bond transaction which took place.

A. I will state to the jury here that the amount of stock that had been issued up to this time completed the $5,000,000 of stock, and there was never any additional stock issued.

Q. That is the stock paid to the construction Co.?

A. Yes, sir.

Q. And the stock paid in purchase of the special charter?

A. Yes, sir; and that amounted to $5,000,000; and that completed the amount of capital stock that was ever issued. Also the amount of land-grant bonds and the other income bonds was at that time—the amount of those was up to $10,000,000, and they were never increased after that. The next bond transaction was in payment for the amounts of cash expended by the Financial Improvement Co. for the purchase of the West Feliciana, Clinton & Port Hudson R. R., the Mobile & Northwestern line, and for construction on the line from Ethel to Clinton, and from Lula to Glen Dale, and from Hampton to Riverside junction, and from Coahoma to Lamont. After the main line had been built, and built under the construction contract for stock and bonds of the company at the rates which were mentioned therein and which were paid for the main line, these additional branch lines were paid for in cash by the Financial Improvement Co., and the Financial Improvement Co. received the securities for the cash expended in first and second mortgage bonds in the ratio that each were entitled under this change from four to five, taking the first-mortgage bonds at 97½ on the dollar for cash.

489 Q. They received, then, for these expenditures first-mortgage bonds at 97½ on the dollar?

A. Yes, sir; and such seconds as belonged to them under the distribution of the second after the change from five to four.

Q. I want to ask you a further question about the nature of these bonds. The second-mortgage bond which we have been talking about and into which some of these first mortgages were trans-

mitted, did those second-mortgage bonds draw any absolute interest?

A. No, sir; the interest was payable if earned.

Q. Suppose the company did not have any earnings?

A. Then it did not pay any, but it was accumulative. It was payable when earned only. That was done in order that the road might not be sold out under an absolute obligation.

Q. The holders of the second-mortgage bonds took their chances?

A. On whether the railroad earned it or not.

Q. Now, then, these income bonds, how about them?

A. That was payable if earned, but they were non-cumulative.

Q. What do you mean by the difference between a cumulative and a non-cumulative bond?

A. The difference is if the bond bears 6 % and the road cannot earn it and does not pay it this year, you cannot sell the road put under the obligation, but next year there is the 6 % of this year that is still due, and the 6 % of next year makes 12 % due; and then for the 3rd year, if they still cannot pay, it is 18 %. That accumulates, although you cannot force the payment of it. A non-cumulative bond means if the road erans its interest this year it pays, but if it does not earn it, it does not owe and does not pay. It is only due when it earns it. That is a non-cumulative bond.

Q. Do you know anything about the financial system of the Methodist church? These non-cumulative bonds are like the preacher's salary—if you do not get it this year, you do not get it at all.

A. Yes, sir.

Q. Cumulative bonds; if you don't get it that year, it is due and carried over to the next year?

A. Yes, sir.

Q. Provided the company makes it?

A. Yes, sir.

Q. Let us go on to your next bond transaction. By the way, can you state or did you state how much they paid in these bonds for the purchase of these branches?

A. It was the purchase and the amount of work that had been done on these branches up ti that date, Dec. 19th, 1888.

Q. Can you state how much was paid for the purchase, as distinguished from the improvements put on these branches? State approximately, if you cannot do it exactly.

A. I think for the Bayou Sara branch the price which was paid was $40,000 and assumed its mortgage debt which was, maybe, one hundred thousand dollars or $110,000.

Q. About $150,000?

A. Yes, sir; I think the Clinton & Port Hudson road, the amount paid for that was $40,000.

Q. Total of $40,000?

A. Yes, sir.

Q. Making about $190,000 for the two?

A. Yes, sir; but as for the Mobile & Northwestern I cannot tell exactly, because they bought the bonds of that company for what-

ever price they could buy them at, and then the railroad was foreclosed under its bonds and bought in. I have forgotten, but I think I possibly have data which would give that accurately.

Q. Do you remember what the entire bond issue of the Mobile & Northwestern was?

A. My impression is it was about $250,000.

Q. Are none of these things in there?

A. Yes, sir. Then in Nov. 28th, 1890, the outstanding bonds of the N. J. & C. R. R. Co., they had $1,250,000 of their first-mortgage bonds and they were bought by the Financial Improvement Co., and the road paid $800,000 of its 4 % first-mortgage bonds for the $1,250,000 of the N. & C. bonds.

490 Q. Does that item complete the list?

A. No, sir; it does not. In Dec. 19th, 1888, the road had furnished a large amount of equipment.

Q. I mean of roads purchased?

A. No, sir.

Q. The purchase of railroads? You have spoken of the Port Hudson road, and the Bayou Sara branch, and the Mobile & North Western, and the N. J. & C., and that item you were talking about—were there any other railroads purchased?

A. Yes; I have got the Memphis & New Orleans Levee Co. Those were all the lines which were purchased, and on those lines which were purchased there was a great deal of construction done.

Q. For instance, take the N. J. & C., what sort of a road was that?

A. Narrow *guage*; but it was afterwards made a broad *guage* from Harrison to Natchez and a great deal of money was expended upon it.

Q. Was or was not that true of the Woodville road?

A. Yes, sir; it was a broad-*guage* road, but it was a very light rail, it was poorly constructed and a great deal of money was spent on it.

Q. The Mobile & North Western was a narrow *guage*?

A. Yes, sir.

Q. On its eastern end, from Lula down to Eagles Nest, it was broadened?

A. Both ends were broadened; it is a broad-*guage* road all the way now.

Q. So now it is the same standard as the main line?

A. Yes, sir.

Q. I will get you to go now to the next bond transaction.

A. That is Dec. 19, 1888, when $1,077,478.00 bonds were issued on account of equipment.

Q. That is for equipment?

A. Yes, sir; cars, engines, etc. That is for the amount of money the Financial Imp. Co. had paid in cash for equipment of the road and the road repaid the Financial Imp. Co. in bonds.

Q. At what rate?

A. 97½ cts. on the dollar.

Q. The next transaction?

A. Dec. 19th, 1888, when for the remaining construction on the Bayou Sara, Clinton, & Port Hudson, Helena, Hampton, Bolivar, and Tallahatchie branches; they were paid for in cash by the Financial Improvement Co., and the Financial Improvement Company received for the cash it had expended $1,291,000 of first-mortgage bonds and $470,000 of seconds, which was the relative value of the first and second, taking the first at 97½ cents on the dollar. That completed the bond transactions.

Q. That construction which you speak of, were those branches built by the L., N. O. & T. R'y Co.?

A. The Financial Improvement Co. furnished the money for building, but they were built under the L., N. O. & T. Company's charter.

Q. That shows how much for these various purposes, and under these various purposes how much stock was issued?

A. Five millions of stock.

Q. How much first-mortgage?

A. $16,132,000 first-mortgage four per cents.

Q. Now, the mortgages of 1886?

A. $9,104,000 of second-mortgage fives.

Q. Those were the accumulative bonds?

A. Yes, sir; cumulative bonds upon which interest was not payable unless it was earned; and ten millions of incomes, which was non-cumulative bonds.

Q. Those were the bonds where no interest was paid?

A. No interest was paid unless it was earned.

Q. During the current year?

A. During the current year.

The statement which the witness used to refresh his memory was here introduced in evidence as Exhibit 1 to the testimony of this witness.

Q. I will ask you to state, if you please, if you know and can state, whether or not during the year 1882 the profits of the
491 L., N. O. & T. R'y Co. were sufficient to enable it to declare and pay an annual dividend of eight per cent. upon its capital stock, after paying its due debts and liabilities which the company had incurred either in the construction of the railway or for money borrowed by the company upon its lands or otherwise to be used in the construction of the railway or for paying debts incurred by said company in constructing the same.

A. It was not.

Plaintiff objects. Objection overruled. Plaintiff excepts.

Q. I will ask you to state whether or not the profits of the company, on the same basis as stated in the first question, would enable it to pay a dividend of eight per cent. to its stockholders in the year 1883.

A. It was not.

Same objection; same ruling and exception.

Q. How about the year 1884?

A. It was not able to pay eight per cent.

Same objection; same ruling and exception.

Q. How as to 1885?
A. It was not.

Same objection; same ruling and exception.

Q. 1886?
A. It was not.

Same objection; same ruling and exception.

Q. 1887?
A. It was not.

Same objection; same ruling and exception.

Q. 1888?
A. It was not.

Same objection; same ruling and exception.

Q. 1889?
A. It was not.

Same objection; same ruling and exception.

Q. 1890?
A. It was not.

Same objection; same ruling and exception.

Q. 1891?
A. It was not able to pay it.

Same objection; same ruling and exception.

Q. Do you know about the year 1892?
A. It was not able to pay it in 1892.

Same objection; same ruling and exception.

Q. I will get you to tell us, if you please and if you can, what the net earnings of the railroad company were in those various years—that is to say, beginning with 1882 and up to and including the year 1891; as far as you know about the year 1892.

A. There was a very small portion of the line operated during the years 1882 and 1884; in fact, the road was under construction and very little done. The total net earnings from the beginning of the construction to the end of 1884 was $61,942.00

Q. How about the year 1885?
A. The net earnings for the year 1885 were $322,721.26.
Q. For 1886?
A. $495,180.09.
Q. For 1887?
A. $635,321.00.
Q. For 1888?
A. $579,660.30.
Q. For 1889?
A. $969,509.26.

Q. For 1890?
A. $742,253.49.
Q. For 1891?
A. $992,394.63.
Q. For 1892, either during the whole year or as far as you know it?
A. Up to May 31st, 1892, was when the net earnings, from January to May 31st—$137,234.66.
Q. When you speak of the net earnings, what do you mean by it?
A. Earnings above its operating expenses and taxes.
492 Q. Does that include expenses for construction and maintenance?
A. It does not include the expenditures for construction; maintenance was always put in operating expenses, but construction was separate and independent.
Q. Was your connection with the L., N. O. & T. the only railroad connection you ever had? Did you have any experience connected with railroads before you went to the L., N. O. & T.?
A. Yes, sir; I have been connected with railroads since I was 21 years old.
Q. I will get you to tell the jury whether or not there were any special or extraordinary difficulties or dangers connected with the construction of the L., N. O. & T. railroad growing out of the character of the country or otherwise.
A. Yes, sir; it was the most difficult piece of construction, I suppose, that has ever been built, I suppose, in this country.
Q. Explain to the jury briefly something about that, what constituted the difficulty and danger, from your personal knowledge and experience, generally there in the supervision and construction of the road.
A. The country from Vicksburg north, except little strips of land which was upon the streams, was almost a wilderness in 1882. It was subject to overflow from the Mississippi river. I think the land was covered almost from Lake View, where the State line began, to Vicksburg. The whole of that country there was overflowed in 1882, before we came there. It was overflowed, I think, in 1883 and 1884, and then again almost every year there were overflows or breaks in the levees at some point from Leland to Clarksdale. I think about 65 miles of it seemed that the foot of man had never trod hardly. It was nothing in the world but a cane brake and a wilderness. The land north of Vicksburg from the Yazoo bridge way up to Rolling Fork was almost the same character of country. We found little stretches of land on Deer creek, and some north of Clarksdale that was better. But it was a most hazardous venture of building a railroad through that country that I have ever seen, and no one would have ever undertaken it if they had known what they had to contend with beforehand.
Q. I will get you to state to the jury the nature of that country and nature of the enterprise and whether or not that had any bearing or effect upon the finances of the concern and the ability to raise money to build it with.

A. It did, sir. The projectors of the road were considered almost as foolish for ever having put their money in there. It was very, very difficult for the securities of the company ever to be marketed. The line south of Vicksburg was extremely difficult to build. Immediately south of Vicksburg there the Mississippi river came in there and cut off the line entirely, and I had to rebuild four miles of the road absolutely new to get around where the river had come in and cut it off. All below Vicksburg in the hills the character of the material was such that the excavations, the cuts which you put in there, would slide in for a distance of 100 feet back, possibly, on to the track, and that material which was put into the road-bed in the beginning, after the rains would set in, it would just go out, and sometimes go 100 feet or more from the track, and leave the embankment which you had built down there just squashed down and gone out. We had to widen these cuts some of them forty feet wide to keep the dirt from coming on to the track. Numbers of them you will find there today. There were numbers of embankments built that went down to such an extent that we had to build trestle works on top of the embankment to hold the trains up, because the embankment would keep going down and squashing out, and we had to drive piles to keep up the embankment. That is below Vicksburg.

Q. How about the Vicksburg tunnel and the big divide?

A. The Vicksburg tunnel was rendered necessary by the river cutting off the line below. It was not originally located through the Vicksburg tunnel at all. We had to cut off and build four miles around to go through the hills through the tunnel. That tunnel was built of solid twelve by twelve timbers laid just as close as you could get them together, both on the ground and up on the sides and on the roof, and in spite of the timbers the material
493 would ooze through the little cracks and ooze through and through until you had to plug it up and calk it just like you would a boat to keep the material from coming on the track. In order to get the road-bed firm enough to lay a track we had to put on top of these bottom timbers a regular bridge structure, with stringers, etc., and ties, just like a railroad bridge, and you will find them in the tunnel there today, because it was so squ-shy and everything it would all go out. The expenses of building the tunnel were enormous. It looked like the whole country would come in from the top, just siping down through the top. He speaks of there the big divide. That is a cut some fifty-three feet deep, not far from Port Gibson. We built the track there, and it would just continually be covering up the track eight or ten feet deep or fifteen feet deep from the stuff on the side. We finally had to take it out and put a double track through that cut, and you will find it there today at Morehead station. The material was taken away out for 100 feet on each side and a fifty-foot cut —. I remember lots of material we took out. We had to shovel it up with buckets and put it in flat cars with side bars, and get it out any way in the world we could get it out. The character of the country was exceedingly difficult.

There was the Yazoo bridge. The railroad company contracted with what they considered the best railroad bridge firm in the country (?), Smith, who had more experience in building deep foundations than anybody else. Smith came there, and on account of the difficulties he found there he failed absolutely. He lost some forty thousand dollars in the venture, and the railroad company had to take the work off his hands and do it themselves.

As you know, the character of the rise and fall of the river there was a fifty-one-foot rise, and in low water when the bridge was built there was thirty-one feet of water, and when the water was high there was eighty-two feet. They had to build these foundations there on that basis.

When the rise came in the fall you had to withdraw your work entirely and let it stay until the next June. About next June it commenced to go down, and there was only, possibly, July, August, September, and October you could work in at all; consequently whatever work was done had to be pushed. The work that we expected would cost about one hundred thousand dollars cost us two hundred and eighty thousand dollars—the bridge there.

On account of the levees all being down there was a large amount of trestle-work, and after the levees were put up we had to go and build permanent embankment where the trestle-work was. Some thirty odd miles of these trestles were filled up, and it was a country you could not get any material in at all scarcely. The prices we had to pay for labor and everything else was enormous, simply because the people would not go in there to work.

Q. I will get you to tell the jury what was the practical condition of the levee system against the Mississippi, and if you know and can state the number, the times, and the effects of the overflows of the Mississippi river, the crevasses, etc., from the Yazoo river northward between 1882 and 1892 on this line of road.

A. In 1882, when I first went down there—in May, 1882—it was just after a big overflow of the river. I cannot exactly remember the years, but my impression is that almost every year, except possibly two or three, after that time there were overflows in the country. The levees on what is known as the Upper district, which ran from north Bolivar county, beginning with Coahoma county on north, there was some sixty-five miles of the levees which were absolutely down, and the waters would come in at the upper end of the district and come right down and flood the whole thing. About the years of 1883 and 1884, I remember, we had part of the track laid from the Yazoo bridge up towards Rolling Fork. We had some thrity miles of road, and the water came and stood some three or four feet over the track; stood there for months; just had to suspend your work, and the when the water went down find miles and miles of track washed up; and I have seen the rails and the cross-ties standing up on the side of the right of way like a picket fence for miles at a time,
just washed out and turned up on the edge against the right
494 of way, the track all gone, and the roadway gone. The projectors of the road found that they could never operate the road in that country with the levee system as it was. The next

step that they took was to arrange that these levees should be closed and built. I remember when the first sixty-five miles of the levees were to be closed on the upper end of the district. The levee district had no credit in the world, and our people had to take the securities of that levee board and let the contracts and build these levees themselves. Then I let the contracts myself for the company. Those expenses are not charged in any way in the construction cost of the road, and we had to take charge of the levees and put up the money and build them in order to secure that country against overflows and to make the line which was built in there to some extent remunerative. If it had not been, the best thing to have done would have been to pull clean out and leave it, even after they had spent ten million dollars. They could not operate it unless the levees were put up. I remember about the second issue — this incident. I remember after the second issue of bonds for the upper district they wanted to do additional work at Clarksdale, and the contractors all came in and they wanted to make a corner on the work that was to be done and to charge the levee board an exceedingly high price for the levee work that was to be let, and the Financial Improvement Co. just stepped in and said, "We will furnish the money on a construction basis for building the levees. Now, if these contractors will not take it at a price which is low enough we will take the work and do it ourselves." In that way we had to break the combination and put the price down at a reasonable price. We put down the figures lower than anybody else put it. We said, "We do not want to take the work, but we will do it for these figures." That broke the combination and the breaks were built.

Q. Do you know whether or not these difficulties and dangers and troubles had any influence on the market value of the securities of this company?

A. Every time the floods came you could not sell an L., N. O. & T. stock or bond or anything else. Its line was there, but you could not do anything with it at all. Its securities were not marketable, and if it had not been that the people who built it held the bonds and kept it themselves and raised their own money the road would have gone absolutely into bankruptcy after the year 1884.

Q. Major, I will get you to tell the jury this: Is it or is it not true that after the building of the L., N. O. & T. railway in 1886 that company issued interest-bearing bonds secured by mortgage on its property to the *the* following amounts: $13,805,000 bearing interest at the rate of four per cent.; $8,731,000 bearing interest at the rate of five per cent., and $8,347,000 bearing interest at the rate of six per cent., aggregating $30,873,000, and sold and disposed of the same to non-residents of this State or anybody else for cash, and then mixed and confused the entire proceeds of said bonds in one common fund, and from this common fund paid its construction expenses, and then divided the proceeds, except what was required to construct -aid road, amongst the officers and stockholders of said company? Is that true?

Objected to as leading. Overruled. Plaintiff excepts.

A. No, sir; that is not true.

Q. I will ask you to state whether or not it is true that it took or required not more than four million of dollars to construct said road as contemplated by its charter.

A. It is not true.

Q. I will get you to state, if you please, whether or not it is true that previous to January 1st, 1891, the L., N. O. & T. Railway Company issued and disposed of to its incorporators and other stockholders 48,242 shares of stock for little or no consideration.

A. It is not true.

Question and answer objected to. Objection overruled. Plaintiff excepts.

495 Cross-examination:

Q. Major Edwards, this is a map which is a part of the fourth annual report of the L., N. O. & T. Railroad Company, 1891, filed as Exhibit 2, the map itself being marked Exhibit 1 to the deposition of R. T. Wilson. That is a substantially correct map and diagram of the L., N. O. & T. Railroad Company's system as it existed in 1891?

A. That is substantially correct, the dotted line from Minter City through Yazoo City to Redwood meaning that that line was never constructed—contemplated line.

Q. Where it is made in blocks there it was not built?

A. No, sir.

Q. The Riverside division on this map runs down from Coahoma station on the north side to Riverside junction on the south side. Will you please state to the jury how the trains were run on the Riverside division? Whether the trains ran clean through from Coahoma to Riverside junction, or how they were run? Whether they came in off the main line or whether they ran from Coahoma to Riverside junction and stopped? How were the trains operated?

Defendant objects. Objection overruled. Defendant excepts.

A. At different times there were different schedules. What trains do you mean; freight or passenger?

Q. Either one.

A. The freight trains generally run from Coahoma to Riverside junction; the passenger trains also at times ran from Coahoma to Riverside junction, but there were different times. There were times when the freight and passenger trains would start from Memphis and the train would be divided at Coahoma. One part would go around by Greenville and the other part go down the main line and they would join at Riverside junction and come on to Vicksburg. That is frequently the case. The lines were operated under different schedules at different times.

Q. The trains north didn't go off the main line? The trains then ran, both the freight and passenger trains, from Coahoma straight on down to the Riverside junction?

A. Sometimes they ran to Riverside junction and sometimes to

Greenville. Sometimes they came in to the main line. It was owing to circumstances how the trains would run. Great many years and different schedules at different times.

Q. Was there a separate train run? There seems to be a cross-section here from Huntington to Leland.

A. Yes, sir; there was — section from Huntington to Leland.

Q. How did the trains run there—through from Huntington to Leland or stop at Leland?

A. I think there was a schedule from Huntington to Leland. During what period of years? There was a good long part of the time when the Riverside division was not completed.

Q. I mean after it was completed, like it stands here in 1890 and 1891?

A. I think there was a schedule that went in from Leland to Greenville and on from Greenville up to Huntington. They were operated under various schedules at various times.

Q. There is a little road here from Glen Allen to Hampton—little branch out there. State how the trains ran on that. Did they run from this Riverside junction out on that, or was there a separate train?

A. No, sir; there was no separate train. The train would back up to Glen Allen about two miles and come out. Afterwards the passenger train did not run out there at all. The freight would run out there and come out.

Q. How were the trains run on the Helena branch?

A. Well, some of them run from Lula to Helena, and others would run from Eagle's Nest to Helena. I think there was one schedule on the Eagle's Nest end of the line, which was the eastern end of the line and back. Possibly an additional schedule from Lula to Helena and back in a day.

Q. Did the trains from Helena have any schedule from Helena running down to Greenville or any trains from Helena to Greenville?

A. No, sir; I think not; I don't remember any schedule ever running from Helena to Greenville.

Q. Or anything else except from Helena to Eagle's Nest?

496 A. I think the Helena branch ran from Helena and Lula and beyond to Eagles Nest.

Q. Now, on the Tallahatchie branch how did the trains run?

A. From Clarksdale to Minter City and back or from Minter City to Clarksdale and back, as circumstances occurred.

Q. Were they separate trains?

A. Yes, sir.

Q. On the Natchez, Jackson & Columbus railroad how did the trains run?

A. There was a time when a part of it was narrow *guage* and part of it broad *guage*. Trains would run from Harriston to Jackson and return, both freight and passenger. Then there were other trains from Harriston to Natchez and return. I think there was a while there when trains ran from Vicksburg to Natchez and back.

There were various schedules operated at various times on the road.

Q. Did the trains on the N., J. & C. railroad run on the main line at all?

A. Sometimes they would come to Vicksburg. I think there was a schedule from Vicksburg direct to Natchez. That is my recollection, that there was a time when the trains ran in that direction, but generally they stopped at Harriston.

Q. Until they broadened the guage and went through to Jackson?

A. Yes, sir.

Q. How were the trains from Woodville down to Slaughter, on that branch?

A. They ran from Woodville to Slaughter and return, leaving Woodville in the morning, generally down to Slaughter and back.

Q. They never went on the main line?

A. I don't think there was ever any schedule on the main line.

Q. How as to the branch from Ethel to Clinton?

A. That generally went from Ethel to Clinton and return. There was a while when the trains—I don't know how it is operating now—it went from Clinton to Ethel and down the main line over to Bayou Sara and Woodville. I think there was a while when the schedule went all the way around from Clinton to Woodville, taking in a part of the main line.

Q. From Ethel down to Slaughter?

A. I think so, sir.

Q. The freight trains in running from Memphis to New Orleans, you have stated that the passenger trains sometimes stopped at Coahoma, split at Coahoma and united again at Riverside junction. Did the freight trains always run through on what is called the main line or sometimes run——

A. Freight trains sometimes ran on the main line; sometimes they would run around the other way, but not often.

Q. On the Riverside division?

A. Sometimes, but not often.

Defendant objects to the examination as to the method of running trains. Objection overruled, and defendants except.

Mr. CRITZ: Was not the whole of this L., N. O. & T. railroad, from Memphis, Tenn., through the State of Mississippi, to New Orleans, La., built as one enterprise?

A. Well, there were several constituent companies which composed the L., N. O. & T. railroad. They were consolidated into the L., N. O. & T. railroad.

Q. But it was built from Memphis, Tenn., to New Orleans, La., as one enterprise, one business scheme?

A. It was one business scheme to get a line from Memphis to New Orleans.

Q. That was in the contemplation of the projectors of the road when they started the first work to build from New Orleans to Memphis?

—. They wanted to get a continuous line from Memphis to New Orleans.

Q. You say you were the general manager in charge of the construction of this work?

A. I was vice-president and general manager and superintendent of construction.

Q. Vice-president of what?

A. Of the L., N. O. & T.

Q. But what were you before the consolidation was made which created the L., N. O. & T.?

A. I think I was vice-president of the constituent companies.

497 Q. You were vice-president of the Tennessee company and of the two Mississippi companies and the New Orleans company?

A. I do not exactly recollect, but my impression is that I was.

Q. Didn't you have charge of the whole work before the consolidation?

A. Yes, sir; I was superintendent of construction from Memphis to New Orleans.

Q. You were superintendent of construction from Memphis to New Orleans before the L., N. O. & T. Co. was formed?

A. Yes, sir.

Q. Was the work of Tennessee, Mississippi, and Louisiana all kept together, or was the work in each State kept separate from that in each other State?

A. It was all kept together, just in one continuous line.

Q. You have made no note of whether the work was in Tenn., Miss., or La.?

A. There was no distinction as to whether the work was done in Tenn., Miss., or La.

Q. At what date was the first work done and where on the line?

A. There was some work done in 1872 north of Vicksburg. A part of the line south of Vicksburg was a narrow-guage road, south of Vicksburg, when we went there, in 1882.

Q. What work was done north of Vicksburg in 1872?

A. I think there was some grading done north of the Yazoo river, running off about ten miles, partially graded.

Q. Was that grading used in the construction of the L., N. O. & T. road?

A. Partially. A good deal of it was washed away, but it was partially used as far as we could utilize it.

Q. Is the grading of that work which was done in 1872 included in your estimate of the L., N. O. & T. work?

A. Not in our estimate of the work which we did, but it was put in the estimate of the original cost of the property.

Q. Bonds and stock were issued for that just as for the balance?

A. Bonds and stock were not issued for that. There was no bonds and stock issued at the time that work was done.

Q. Didn't you allow the construction company the same amount per mile on that that you did on the balance of the road?

A. The construction company was paid so much per mile right through from Memphis to New Orleans.

Q. That included this part which was graded in 1872?

A. Included what of the grading was left there.

Q. There is nothing charged up to the construction company on account of this grading which was already there? They got the same per mile on that they did on the balance, which had not been touched?

A. Yes, sir. I will state in this connection that the grading was scarcely noticeable at the time we went there. You could hardly see that there had been a right of way cut out.

Q. Under what charter was that work done in 1872?

A. I think it was done under the charter of the Memphis & Vicksburg R. R. Co.

Q. What work did you say that was which was done just below Memphis in 1882?

A. I said below Vicksburg. There was a little narrow-guage railroad—the Miss. Valley & Ship Island R. R.

Q. That was done under the Miss. Valley & Ship Island R. R. charter?

A. Yes, sir.

Q. Part of the grade of that was also used in this work?

A. Very little of that could be used. It was as crooked as a ram's horn and had grades 112 feet. It was just running around the edge of the hills, and we had just to split through.

Q. You used part of it?

A. Very little.

Q. You allowed the same per mile there?

A. The road was paid the same per mile right through.

Q. You issued the same amount of bonds and stock on each mile of the road from Memphis to New Orleans, regardless of the cost of the particular mile?

498 A. Issued the same amount of bonds and stock. I will state in connection with this, the construction companies bought those little pieces of road which they partly used. They were as much entitled to the use of them in their construction as any of the rest of the line. They paid the money for them.

Q. Which construction company bought them?

A. The Financial Improvement Co.

Q. Did the Financial Imp. Co. and the Miss. Valley Constr. Co., together?

* * * * * * *

Q. Did the Financial Imp. Co. do all the work from Memphis to New Orleans?

A. The Financial Imp. Co. and the Miss. Valley Constr. Co., together.

Q. When and where did the Miss. Valley Constr. Co. do work?

A. They did part of the work from Vicksburg to Leland.

Q. What year was that work done?

A. Begun in 1882

Q. Is that on the main line?
A. Yes, sir.
Q. What improvement Co. was that?
A. The Miss. Valley Constr. Co.
Q. Now, you allowed the same amount on this big divide per mile that you did on the cheapest mile on the road? You just averaged it up all the way through?
A. Yes, sir; so much per mile of road and they took what came.
Q. What relation did you and R. T. Wilson hold to the Memphis & Vicksburg R. R. Co.?
A. I think Mr. Wilson was the president. Whether I was the vice-president or not I cannot say.
Q. What relation did you bear to the New Orleans, Baton Rouge, Vicksburg & Memphis R. R. Co.?
A. I think Capt. Jno. A. Grant was pres't of that company, and I think I was secretary. The record will show.
Q. You have mentioned Capt. Jno. A. Grant. Who was he?
A. Chief engineer of the road.
Q. Chief engineer of the whole road?
A. Yes, sir.
Q. He was employed from the beginning of construction to the end?
A. Not to the end.
Q. Up to what time was he employed?
A. I think he left the road in 1884, possibly in 1885; I do not know which.
Q. What interest did he have in the construction of the road?
A. None in the world except as an officer.
Q. As president of that company of chief engineers?
A. Chief engineer.
Q. Was he chief engineer and president, too?
A. I think he was president of the New Orleans, Baton Rouge, Memphis & Vicksburg R. R.
Q. How was it you started to build this road from Memphis to New Orleans as one common enterprise before you had any organization under which to build it?
A. They built it under the charter of the constituent companies. Each company had its charter and they built it under its constituent companies, and after the track was through, or about that time, I think we consolidated into one company, the L., N. O. & T. We had to get our charters from each State.
Q. What time did you go into business with Mr. R. T. Wilson?
A. I had charge of a railroad in Georgia for him some four or five years prior to my connection with this road in 1882.
Q. What position did you hold over there?
A. I was vice-president and general manager of the Macon & Brunswick road.
Q. You had charge of that for Mr. Wilson?
A. Mr. Wilson was the chief owner of the road; I do not know whether he was president or not.

499 Q. Were you not brought over here to this road by Mr. Wilson?

A. Yes, sir.

Q. And your connection with this road here was in the interest of Mr. Wilson?

A. Mr. Wilson brought me over here from the line. I was with him over on the other road.

Q. What year did you first go with Mr. Wilson?

A. It was possibly in 1878 or 1879; I have forgotten exactly the year.

Q. Have not you been in the relation of Mr. Wilson's confidential man ever since 1878?

A. No, sir. When he sold the Macon & Brunswick road to the E. T., V. & G. I remained there for a year or more as the general superintendent of that part of the line which Mr. Wilson owned.

Q. But when you came over here you came in the interest of Mr. Wilson?

A. I came over here to build a road.

Q. You came over here at his solicitation?

A. Yes, sir; I came at his solicitation.

Q. Tell us what interest has R. T. Wilson in the Illinois Central R. R. bonds.

A. He has none that I know of in the world.

Q. What interest has he in the L., N. O. & T. R. R. bonds?

A. I do not know that he has any interest now at all.

Q. Do you know that he does not have?

A. I do not think he has.

Q. What interest has he in the Y. & M. V. R. R. bonds?

A. None at all.

Q. State, if you know, what became of the $25,000,000 bonds of the Illinois Central R. R. Co. issued under the mortgage of Sept. 1st, 1892.

A. I do not know.

Q. I notice here by the minutes of the Y. & M. V. R. R. Co. on the 4th Oct., 1893, the Financial Improvement Co. owned 479 shares of the Y. & M. V. R. R. Co. What became of those 479 shares so owned by the Financial Improvement Co. at that date?

A. I do not know.

Q. On the 4th Oct., 1893, after the consolidation of the L., N. O. & T.?

A. I do not know; I had no knowledge of that.

Q. Is not R. T. Wilson a member of the Financial Improvement Co.?

A. If he ever was I do not know it.

Q. You do not know what connection he ever had with that?

A. The Financial Improvement Co.? No, sir.

Q. Are you not the J. M. Edwards who was called to the chair to preside over a meeting on the 4th Oct., 1893, of the stockholders of the Y. & M. V. R. R. Co. as shown in this minute?

A. I have forgotten whether I was or not. (Witness, after read-

ing a document to refresh his memory, continued:) Yes, sir; I was the same person.

Q. Did not R. T. Wilson, at the time of the meeting just referred to, have an interest in the Financial Improvement Co., to your knowledge?

A. Not to my knowledge. I do not know what exactly were his relations to the Financial Imp. Co. I never knew.

Q. You knew he had some connection with it?

A. I knew he put up the money for the Financial Imp. Co.—a portion of it—but what were his exact relations to them I do not know. Whether he was either a stockholder or an officer I do not know. I do not think he was ever an officer, but whether he was a stockholder I do not know.

Q. He put up 40 % of the money and C. P. Huntington 60 %?

A. The Pacific Improvement Co. put up 60 %.

Q. Who composed the Pacific Improvement Co.?

A. I do not know.

Q. Was it not C. P. Huntington?

A. I do not know, sir; I never had any connection with it whatever.

Q. Was not the Financial Improvement Co. owned, or owned in part, by R. T. Wilson?

A. I think so. I think it was.

Objected to. Objection overruled. Defendant- excepts.

Q. Look at that contract between the Memphis & Vicksburg R. R. Co. and Wm. M. Johnson on Dec. 27th, 1882, which has been
500 introduced in evidence in this case, at the following words at the bottom of said contract: "Attest: C. H. Bosher, sec't'y and treas." Of what was said C. H. Bosher secretary & treasurer by that transaction?

A. Secretary and treasurer of this railroad, the Memphis & Vicksburg R. R. Co.

Q. Is he the same C. H. Bosher that was the book-keeper and confidential man of R. T. Wilson up to the time of his death?

A. The same.

Q. Did he have any means invested in this enterprise, or was he simply there as an employé of R. T. Wilson?

A. He was the partner of R. T. Wilson & Co.

Q. He was the partner of R. T. Wilson & Co.?

A. Yes, sir.

Q. Is this Wm. M. Johnson, who signed said contract which is referred to, the Wm. M. Johnson that was also a partner in the firm of R. T. Wilson & Co.?

A. I don't know whether he was a partner at the time that paper was executed; I don't think he was.

Q. Was he afterwards?

A. I think he was afterwards; he is not now.

Q. He was the partner of R. T. Wilson during the construction of this L., N. O. & T. R'y Co., was he not?

A. Not originally; I don't think he was.

Q. What time did he come into partnership?

A. I could not tell you what time, but I don't think he was a partner at the time that the lines were being built originally; he has no connection with the firm whatever at present, but lives in Macon, Ga.

Q. Now, did you not state in your direct examination that a part of this railroad was built from Memphis south about 25 miles prior to the time you went in charge of it in 1882?

A. No, sir; I said from Vicksburg south. It was a narrow-gauge road, the Miss. Valley & Ship Island road.

Q. There was no part built then just south of Memphis?

A. None at all. There was a little narrow-gauge road that was bought by the Financial Improvement Co. and used to a very small extent.

Q. About what time was the first train run through on the main line of the L., N. O. & T. R. R. Co. from Memphis to New Orleans?

A. I think it was about the 1st of October, 1884.

Q. What time did you commence using any part of the railroad for traffic?

A. Well, as we got the lines built 25 or 30 miles, we would in a small way do a little business on it.

Q. What part of the railroad did you build at first?

A. We built from Memphis south, from Vicksburg north, and from Vicksburg south, and New Orleans north, all about the same time. We built from four different ways.

Q. What time was the road completed from Vicksburg south to the Louisiana line?

A. The road was never completed.

Q. What time *the* was the track laid from Vicksburg south to the Louisiana line?

A. The track was laid; I think it was joined in 1884. Possibly the junction was about August, 1884. I think it was in July or August.

Q. What time was the earthwork and wood-work from Vicksburg south to the Louisiana line completed?

A. Well, there was a sufficient amount of it done to permit the track to be laid on it as it was done. The work was ahead of the track.

Q. What time did you begin work on that part from Vicksburg south to the Louisiana line?

A. I think it was possibly June or July, 1882.

Q. Did you work on that regularly until the time it was finished and until the time the track was laid?

A. Yes, sir; regularly and for ten years afterwards.

Q. Does the work on a railroad ever become finished? Don't you have to work on railroads all the time to keep the track up?

A. To some extent; yes, sir.

501 Q. What company was it that built that part of the track which is north of Vicksburg, in 1872?

A. In 1872 they threw up a little embankment from the

Yazoo river, running north about ten miles. I think it was done by the Memphis & Vicksburg road.

Q. Was the earthwork and the wood-work south of Vicksburg done prior to or after the similar work north of Vicksburg, or was it all in a process of construction at the same time?

A. It was all in process of construction at the same time.

Q. What time did you commence laying the first track?

A. That would be in 1882, I would judge.

Q. What part of the track was laid in the fall of 1882?

A. It is very difficult to remember what track was laid at different periods of the year. My impression is we began in the fall of 1882 and laid a little track from Vicksburg south.

Q. Do you remember how many miles south, Mr. Edwards?

A. I could not tell you.

Q. Did it go as far as Port Gibson?

A. Not in 1882. We did not get to Port Gibson until 1883 or 1884; possibly in the fall of 1883.

Q. How far is it from Vicksburg to Port Gibson?

A. About 28 miles, I think.

Q. Did the railroad begin to run from Vicksburg to Port Gibson in 1883?

A. I could not tell you exactly when it began running there. My impression is that in the latter part of 1883 we might have been running to Port Gibson. I could not tell you. I can't remember exactly.

Q. How far is it from Port Gibson to the Louisiana line along the line of the L., N. O. & T. R. R.?

A. I could not tell you without getting closer figures than I have. I don't remember.

Q. Do you remember when the track was first laid from Port Gibson south?

A. I think the track was joined from Port Gibson south in about July or August, 1884. I think the point of junction was somewhere near the Homochitto river.

Q. The track-laying from the south——

A. Met the track-laying from the north. I think it was in July or August, 1884.

Q. Is that river in Louisiana or Mississippi?

A. It is in Mississippi.

Q. How far from the Louisiana line?

A. I could not tell you that. I used to know, but I have forgotten. I don't keep those figures in my head.

Q. Who is R. H. Elliott and what did he have to do with the construction of this railroad?

A. Mr. Elliott was the principal ass't engineer of the line.

Q. Did not Mr. Elliott have control of the construction as engineer from Memphis down to Port Gibson?

A. Mr. Elliott located and had charge of the construction as far as the contractors went. From Memphis to Port Gibson, I think, was the part of the line.

Q. What contractors?

A. The subcontractors who did the grading, etc.
Q. What time did Mr. Elliott come there?
A. I think it was in the summer of 1882. I have forgotten the date.
Q. What time did he leave the employ of the L., N. O. & T. R'y Co.?
A. I could not tell you exactly. I think it was in 1885 or 1886.
Q. Was not Mr. Elliott a competent engineer?
A. He is a very good engineer for some things. He is an excellent locating engineer and a very competent man in a great many things.
Q. Are you a civil engineer?
A. Yes, sir.
Q. When you were giving your answers as to the issuance of stock and bonds and the amount thereof did not you read all the answers from Exhibit 1 to your deposition?
A. I think so.
Q. You did not make the statement from memory, but from Exhibit 1?
A. I made them from the exhibit; yes, sir.

Q. You spoke about the change of certain bonds so as to
502 reduce the interest and mentioned the difference in value in the first and second mortgage bonds. What was the difference in value, according to your estimation, of the first and second mortgage bonds which you have mentioned?

A. That is a financial calculation that I have never made. They make them in New York in banks, etc. That was made at the time on the regular basis of difference between the four and five per cent bonds.
Q. After you made this change, what was the interest per annum on the first-mortgage bonds?
A. The interest on the first mortgage at the time the change was made? It was $400,000.00.
Q. For what years was this?
A. It was in 1886. I think the statement will show when the change was made.

By the COURT:

Q. Is that a five or a four per cent.?
A. Four per cent; ten million four per cent. bonds. It was in 1886 that the change was made. I think it was in September. The mortgage will show.
Q. You say the first-mortgage bonds were cancelled at the time this change was made?
A. I think they were cancelled. I think the original files were cancelled and these new bonds were issued.
Q. Were they cancelled or deposited with the trust company?
A. I could not tell whether they were cancelled or deposited with the trust company. The company would not issue the new bonds until the old ones were deposited with them or cancelled.
Q. Well, is that the rules with these trust companies, that when

new bonds are substituted for the old bonds they would require the old bonds to be deposited with them?

A. They are deposited or cancelled before they will issue new bonds.

Q. When these bonds were deposited with the trust company they were no longer on the market, were they?

A. I don't know what the trust company does with them, sir. I never dealt with the trust company. I don't think they were on the market after they were deposited with the trust company in exchange for new bonds.

Q. That is the reason they are deposited with the trust company?

A. Yes, sir; they are not put on the market then, but they remain as a lien upon the property until they are cancelled.

Q. Not as a lien on the new bonds?

A. It is a lien upon the property as collateral security as it was. It is like holding an original note as collateral for a new note that is given.

Q. Who are Latham, Alexander & Co., No. 16 & 18 Wall St., New York?

A. They are bankers and brokers there.

Q. Don't they belong to the stock exchange of Wall street, New York?

A. I could not tell you anything about that.

Q. Is not the hand book of railroad securities of Latham, Alexander & Co. standard authority as to railroad stock and railroad bonds?

Objected to, and the objection is overruled for the present, and the defense excepts.

A. I could not tell you. I have never seen a copy of the book.

Q. Look at this hand book of railroad securities of Latham, Alexander & Co. of January 1896, and see if you have ever seen anything like that before.

A. I have never seen this book. I think such books as these are gotten out by quite a number of firms in New York. I think the substance of the book is gotten out by one person, and the person who issues it just stamps his name on the back of it. I think that is the way it is done.

Q. Is not this book gotten out by the stock exchange of New York?

A. No; I think not.

Q. Who gets the book out? They have an annual book showing the stock that is on the market, don't they?

A. My impression is that it is gotten out by the Financial Chronicle, a newspaper here.

Q. Is not that book authority in the operation of the stock exchange on Wall street, New York?

A. I think the book is simply a statement of the prices of
503 stocks and bonds for that year; possibly compiled by the Financial Chronicle.

Q. Don't it show all the stocks and bonds that are on the market in Wall street?

A. I don't know; I could not tell you. There are a great many bonds and stock- that are not listed on the market. I don't know whether it shows the listed or unlisted securities.

Q. What securities are listed in this book? Are they securities that are on the market?

A. I could not tell you what is in it. I have never looked it through at all.

Objected to.

Q. Look at page 33 of the hand book, under the head of Yazoo & Miss. Valley, this entry, "Ill. C. call trust bond, gold, 1953, $24,699,000; rate per year, four per cent.; periods M. & N.; fiscal year, 1893 to 1894, 1894 to 1895; miles operated, 807."

The defense here objects to any further reading of the book.

By the COURT: Do you know whether that book is gotten up by the person- or brokers who have their names on it or not?

A. No, sir; I don't know. There is nothing considered an absolute authority except the mortgages themselves. If a person wants the bonds, they have to go to the original trustees to see what they are. I know the Financial Improvement Co. in two instances within the last year have had titles misrepresented to bonds of street railroads that our firm was interested in, and it had to be changed; I know that personally.

Q. You don't know whether the statement contained in here is correct or not?

A. I don't know anything about that statement.

Q. You don't know whether these L., N. O. & T. consolidated bonds are on the market, or whether the I. C. are?

A. I don't know anything in the world about it, sir.

Objection sustained.

Q. You have spoken of some part of the construction work of the L., N. O. & T. R. R. Co. having been done by the Miss. Valley Construction Co. I see no contract here with the Miss. Valley Construction Co. Under what contract did they work on this railroad?

A. The Memphis & Vicksburg, a portion of the line from Memphis to Leland, was first contracted with William M. Johnson, and he assigned that to the Miss. Valley Construction Co., and the Miss. Valley Construction Company assigned all their rights, etc., to the Financial Improvement Co.

Q. The bonds and stocks for the payment for the work was really issued to the Financial Improvement Co.?

A. Yes, sir; the Financial Improvement Co.

By the COURT: Until after the assignment of the contract?

A. The bonds were not issued until the latter part of 1884, after the assignment of the contract to the Financial Improvement Co.

By COUNSEL:

Q. Then the Financial Improvement Co., either as contractors or as the assignees of the contractors with Johnson, as assigned by him to the Mississippi Valley Construction Co., really did the whole work?

A. Really the whole work.

Q. And received the pay for the whole work?

A. Yes, sir; received pay for the whole thing, the bonds and stock-.

Q. Did William M. Johnson do anything himself?

A. I think he assigned his contract to the Mississippi Valley Construction Co. before he did anything or very little of anything.

Q. Who composed the Mississippi Valley Construction Co.?

A. I don't know its officers or its stockholders. I have no information.

Q. You have spoken of four miles of the railroad that were washed in by the encroachments of the Mississippi river there near Vicksburg. Was that south of Vicksburg, or north?

A. It was south. The whole four miles did not wash in. There was only about a half mile that caved in, but we had to build four miles back of the hills there in order to get rid of the river.

Q. That is south of Vicksburg?

A. Yes, sir.

504 Q. That necessitated the building of the tunnel?

A. Yes, sir; that necessitated the building of the tunnel. The tunnel is in that four miles of line.

Q. Well, now, when you built the tunnel, how much new lines did you have to build to get the road to pass through the tunnel instead of going around where it originally was?

A. The mileage was about the -ame as before. We had about four miles of the old line and built abo-t four miles of the new.

Q. Did not some contracting company contract for the four miles of new line and the tunnel?

A. The Financial Improvement Co. had the whole thing.

Q. Who did the work under the Financial Improvement Co.?

A. At what part of the line?

Q. I mean that tunnel and that four miles.

A. I have forgotten. McDonald did the tunnel work himself, but I have forgeotten who did the grading on each side of the tunnel. J. P. McDonald was a general contractor. He might have done the whole four miles, and I think probably he did, but I have forgotten.

Q. You have spoken of the big divide as north or south of Vicksburg.

A. It is south.

Q. How far south?

A. Approximately, 23 or 24 miles. It is beyond Big Black river.

Q. About three miles north of Port Gibson?

A. Yes, sir.

Q. Along the line of the L., N. O. & T. R. R.?

A. Yes, sir.

Q. The Big Black bridge is also south of Vicksburg, is it not?

A. It is south of Vicksburg.

Q. This tunnel and this big divide were then that part of the railroad that was under the control of R. H. Elliott, engineer?

A. Elliott was the assistant engineer; the principal assistant engineer, I think. I have forgotten his title, but he was the engineer in charge of it.

Q. You have spoken of the trouble that you had there with slides in the cuts of the road. Were they north or south of Vicksburg?

A. They were principally south of Vicksburg; south of Harriston principally.

Q. Is that south of Port Gibson?

A. Yes, sir.

Q. How far south of Port Gibson?

A. I think it is about 20 miles south.

Q. What part of the road in Mississippi was the most costly outside of the iron bridges and tunnel?

A. Well, the hill division between Harriston and Wilson were expensive, and then the line in the neighborhood of Vicksburg, with the tunnel, and just north of Vicksburg, and then all through from Vicksburg up to Rolling Fork was exceedingly costly, and then from Leland past Clarksdale was exceedingly costly.

Q. The road crosses the Tennessee line about five miles from Memphis?

A. It is about 12½ or 13 miles from Memphis.

Q. Is that a hill country in Tennessee where the road runs through?

A. Yes, sir; a part of it.

Q. How far below the Mississippi line did you construct the bottom line?

A. The delta line begins at Nonconnor. We run along below the hills until we reached about 15 miles of Memphis, and there we struck the delta proper.

Q. When was this tunnel and the four miles of road constructed there just below Vicksburg?

A. I think it was in 1885 or 1886.

Q. You have stated in your direct examination, in speaking of the difficulty of constructing this road through the swamp, that you could not get the material there. What sort of material was it that you could not get there?

A. It was very difficult to get the earthwork for th- embankments.

Q. Was not there plenty of earth there in the swamp?

A. There was plenty there, but it was very hard to put it in the embankments. It was very difficult to get the cross-ties.

505 Q. Was not there plenty of timber there?

A. There was plenty of timber there, but we could not get the timber for the ties at anything like reasonable prices. We had to buy some ten million feet of cypress logs that were up in the delta

and float them down to the Yazoo bridge and put up saw-mills and saw out the ties.

Q. Was not there any cypress in the wilderness there?

A. There was lots of cypress, but you could not wait until you got to a cypress brake to get the ties out.

Q. You had all the piles for the trestling hewn out?

A. Yes; they were hewn.

Q. Didn't you have plenty of timber to make the piles along there?

A. Plenty of timber, but lots that is not fir for piles.

Q. Didn't you find timber enough there to build the road?

A. Yes, sir; we did find it.

Q. You could get the material there?

A. We could get the material and did get a great deal of it.

Q. As a general thing, where you have to build trestling, don't you prefer being in the woods to being in the open air?

A. It depends upon the kind of woods that we are in.

Q. Did not you have post oak and white oak?

A. I never found a post oak in the bottom. There is what is called a cow oak there. I think that is a *p*secies possibly of white oak.

Q. You spoke about the overflow of 1882. You say that you went in there just after the overflow?

A. We made the first trip from Greenville to Vicksburg, I think, in May, 1882—just after the overflow.

Q. You went through the swamp, did not you?

A. We did not go through the swamp. The water had gone a part of the way down, and we came to Greenville on a steamboat. I was with Mr. Wilson. We took the narrow-*guage* road to Arcola and rode down in a buggy part of the way to Deer creek.

Q. What time was it that you determined the only way to protect the road was to close the levees?

A. I think it was in 1884, or about that time.

Q. Who was it that determined that?

A. The projectors of the road—the men who were financiering it.

Q. Who were they?

A. Mr. Wilson and Mr. Huntington.

Q. R. T. Wilson and C. P. Huntington?

A. Yes, sir.

Q. They concluded they would go in there and close the levees?

A. They concluded they would never operate the road there without the levees being put up.

Q. Did the R. R. Co. go in there and close the levees?

A. No.

Q. Who did?

A. The Financial Improvement Co.

Q. What interest did they have in the levees?

A. They were the owners of the securities of the road, and it was to their interest to protect the property.

Q. It was the Financial Improvement Co. trying to protect the road and not the road itself?

A. The Financial Improvement Co. built the road.

Q. In speaking of the Financial Improvement Co., you said "we." What did you have to do with it?

A. I was the agent of the Financial Improvement Co.

Q. Were you the vice-president of the Financial Improvement Co.?

A. No, sir; I was not an officer at all.

Q. You represented it on the ground?

A. Yes, sir.

Q. When it came to a settlement between the Financial Improvement Co. and the railroad, how did you manage about it? You were representing both sides?

A. I saw that the work was done as the representative of the Financial Improvement Co.

506 Q. The agent of the Financial Improvement Co. and the manager of the railroad had no disagreement, I suppose, as to this settlement about the work that was done?

A. I don't think there was any settlement about the work until the bonds were given, in 1884.

Q. You had no settlement at all until 1884?

A. No settlement at all.

Q. You said a great deal about the money that was expended in the construction of the road; who furnished that money?

A. It was furnished by the Financial Improvement Co.

Q. Was not that money furnished by C. P. Huntington and R. T. Wilson?

A. It was furnished by the Financial Improvement Co., as far as I know.

Q. The Financial Improvement Co. went in there to furnish the money and not to do the work?

A. The Financial Improvement Co. furnished the money, and we did the work.

Q. You spoke about certain work on the levees; who did that work?

A. It was done by the Financial Improvement Co. and paid for by the bonds of the levee district.

Q. Then the Financial Improvement Co. did not contribute anything to the levee- except what they were paid for?

A. In cases they did.

Q. What cases?

A. They were frequently called upon to make contributions to the levees.

Q. Mention one of them.

A. When the levees broke the Financial Improvement Co. with their men had to help to hold them.

Q. Could you mention one time and place when they put their men out there?

A. When the levee broke up there below Memphis some 40 miles, at about Moon lake, we had to send men there and keep them there. We frequently sent men out at Greenville.

Q. What year was this?

A. Probably 1884 or 1885.

Q. That was after all the levees had been put up, wasn't it?

A. No, sir.

Q. Were not the levees in the northern district there under Capt. Dabney put up in 1883 and 1884?

A. No, sir; I think they were possibly put up in 1885.

Q. When the Financial Improvement Co. did this work and put up the levee there in that district they took the levee bonds. At what prive per cubic yard did they put up the levee work?

A. I have forgotten. It was agreed upon by the board.

Q. They got well paid for all the work they did?

A. They took bonds of the company in payment.

Q. Well, the Financial Improvement Co. was a company that was seeking for securities of this kind, was it not?

A. No, sir; not of that kind.

Q. Are they not worth more than dollar for dollar now?

A. They are now. They were not worth but very little at that time. I think they are worth par now, but the Financial Improvement Co. had to take the bonds themselves.

Q. Did they try to market them?

A. Yes, sir; they tried to get money on them. They could not use them at all. They were not bonds that could be used.

Q. Now, while this work was going on on the levees by the Financial Improvement Co. what did you have to do with it?

A. I let the contract for the levee work.

Q. Whom did you let it to?

A. Various different contractors and paid for it in cash, and the Financial Improvement Co. took the bonds of the levee board in payment for them.

Q. Took these bonds at that?

A. Took them dollar for dollar, I think.

Q. That is what you paid?

A. I have forgotten just what price the bonds were taken at.

507 Q. You paid for the work at one price and took the bonds at another?

A. We paid for the work in cash.

Redirect examination:

Q. Major, I will get you to look at that paper, please. Is that the assignment?

A. Yes, sir; that is the assignment of W. M. Johnson to the Memphis & Vicksburg R. R. Co. This is marked Exhibit K.

Q. You were asked in your examination-in-chief for a detailed statement, which you gave, in respect to the bonds and stock issues which appear in Exhibit I. If you did not give them from a memorandum—and you answered, I believe, that you did—I will get you to state whether or not your knowledge in regard to the general amounts and total of these stocks and bonds issued depends upon memorandum.

A. I knew the amounts on that document to be correct.
Q. Of your own personal knowledge?
A. Yes, sir; that document was compiled under me.
Q. Who made that document?
A. I did not do the physical writing, but I had the data affixed to it.
Q. Are you prepared, if desired to do so, to support those statements on that document?
A. Yes, sir.
Q. You have the documents here to support it?
A. Yes, sir.
Q. You brought them here upon the notice which was served upon us by the plaintiff?

Objected to as leading and incompetent. The objection is overruled, and the plaintiff excepts.

A. Yes, sir; I brought them here at the notice of the plaintiff.
Q. These documents are here in this court-room, are they?
A. Yes, sir.
Q. Major Edwards, I will get you to state whether the same thing is true in regard to the other sheet referred to by you in stating the amount of the net earnings.
A. Yes, sir; there are the documents for that.
Q. They are here also in the court-room?
A. Yes, sir.

The statement of the net earnings, marked Exhibit L and dated May 31st, 1892, is here offered in evidence.
Ex. 1 & 2 & Johnson assignment all omitted.

Major WILLIAM STARLING, a witness for the defense, being duly sworn, testified as follows:

Q. Where do you reside?
A. Greenville, Miss.
Q. How long have you lived there?
A. About 14 years.
Q. In what business have you been engaged since 1882, and where?
A. Civil engineer; engaged in the levee service. For twelve years I have been the general engineer of the Miss. levee district.
Q. What counties or territory composed the Mississippi levee district?
A. Bolivar, Washington, Issaquena, Sharkey, and a small part of Warren.
Q. State whether or not the line of the Mississippi Valley railroad, which was formerly the L., N. O. & T. R. R., passes through the Mississippi levee district and in what way.
A. It enters the Mississippi levee district between Coahoma & Bolivar counties, and leaves it at a line between Sharkey and Warren, I believe, or Issaquena or both of them.
Q. In locating that line do you speak of the main line only?

A. Some places the Riverside division and the branch line—that is to say, it enters in the same subdivision.

Q. How is the line of the Riverside located as to the main lines—east or west of the main line?

A. West.

508 Q. What is the condition of the levees in the Mississippi levee district now as compared with their condition in 1882, 1883, 1884, 1885, '86, '87, '88, '89, and 1890?

A. With reference to the condition as compared with 1882 I can give you a pretty accurate statement, for I have just submitted one to the levee board which I am con-ected with. The levees are now about five feet higher than they were in 1882, and they contain about three and one-half times as much earth. They have also been gradually straightened and strengthened by an addition to the base of them and also by a re-enforcement on the back side. As compared with other years I can give no precise figures. I can say the work of improvement has gone forward since 1882, at which time a great impetus was given by the United States Government, and since that time they have been in much better condition.

Q. What is the condition of the bottom of which you have just spoken in the matter of protection from overflow by the waters of the Mississippi river at this time as compared with 1882, 1883, and 1884?

A. In my own district or generally along the Yazoo bottom?

Q. Or any other bottoms?

A. The condition of the Yazoo bottom above our district is known to me only from general reputation. I am not personally acquainted with it, but I know from official record and general reputation, and if that is a competent source of knowledge I am ready to give it. I know about what it was. The upper part of the levee line in Coahoma county and along there previous to 1884 was in a bad condition and had been abandoned and no work done on it for several years.

By Judge CRITZ:

Q. Are you starting to tell about the upper district?

Objected to as hearsay.

A. I don't know of my own personal knowledge. I have not seen many parts of that.

By Col. YERGER:

Q. Don't you know of your own knowledge that the levee system was frequently not connected and not completed in the upper levee district for this year, of your own knowledge?

A. I know it must have been, because we received the overflow from it, though I say I did not see it with my own eyes, but I am well satisfied that it was the case.

Objected to and objection sustained as to the condition of the levees on the upper part.

A. The water came down over there in very large amounts previous to the construction of the levee system there in 1884 and 1885. The reason I know is that we were subjected to damage suits by people in the upper part of our own district, because they wanted protection there at the upper part of our own line. I know that the water was there.

By Judge CRITZ:

Q. You did not see the water there?
A. Indeed I did; I waded in it.
Q. You know water when you see it?
A. Yes, sir.

By Col. YERGER:

Q. Major, state, if you know, how many times between 1882 and 1890 there was either a general or partial overflow in the Yazoo delta from the Mississippi river, between 1882 and 1890.

A. There was a general overflow in 1882, another in 1883, and another in 1884. There was a partial overflow in 1886 and one in 1890, and one or two small breaks in 1891.

Q. Do you know what effect these overflows of which you have spoken had on the line of the railroad constructed in the delta—of the L., N. O. & T. R. R.?

A. I know, in a general way, that they did some damage to the lines and interrupted connection, but I have no specific knowledge.

Q. Were you a resident of the Yazoo delta at the time the line of road was projected and constructed by the L., N. O. & T. R'y Co.?

A. Yes, sir.

Q. Speaking as a civil engineer and as a citizen of the county there, from your knowledge as both, what sort of a venture did you regard that at the time?

A. I thought it a very bold one; I may say a hazardous venture.

509 Q. How would you regard securities as that depended for their payment purely upon the successes of that enterprise in 1882, 1883, 1884, and 1885?

Objected to. The objection is overruled, and the plaintiff excepts.

A. I would not regard them as good as cash; but I don't know what difference I would make. I could not transport myself back at that time and say what they were worth. Of course they were not worth as much as the money.

Cross-examination:

Q. Your experience as an engineer has been mainly as a levee engineer?

A. Yes, sir; on the river.

Q. You have had no experience as a railroad-construction engineer?

A. None whatever.

Q. You don't claim to be an expert as to that?
A. Not at all.
Q. How long have you been there in charge of the levees?
A. I have been in charge as chief 12 years, and I have been connected with the levees 14 years.
Q. Who is the chief of the levees just above you?
A. T. G. Dabney.
Q. You and Mr. Dabney have control of all the Mississippi levees, don't you?
A. Yes, sir.
Q. Were you there in charge of these levees at the time they first started to build this L., N. O. & T. R. R.?
A. No, sir; I was the ass't engineer at that time.
Q. You were there at that time?
A. Yes, sir.
Q. I will get you to say to the jury what amount the L., N. O. & T. R. R. Co. or the Y. & M. V. R. R. Co. ever contributed in the way of money to the repair or building of the levees within your district.
A. Well, they contributed directly in money very little. They have indirectly contributed. They have assisted us in lending us money on one or two occasions, which has been retailed, and they took some bonds of ours, which they still hold. The only amount that I ever recollect of their contributing in money was an extra engine occasionally, and also on one occasion, I think, a gang of men. A bill was sent in amounting to some $500.00, but I think it was withdrawn afterwards.
Q. The balance of the work they did they got bonds for?
A. And it was repaid in money.
Q. With interest?
A. Yes, sir; the railroad did not take our bonds; they were taken by R. T. Wilson & Co., and the line was also made by him.
Q. By R. T. Wilson & Co.?
A. Yes, sir; the railroad company as such had nothing to do with that.
Q. These bonds are still in the hands of R. T. Wilson & Co., are they?
A. I believe so.
Q. They are good securities, are they not?
A. Undoubtedly.
Q. Worth more than dollar for dollar?
A. Quoted in the Memphis market at the last issue 104 and 105, and the old issues are presumably better.
Q. Now, the L., N. O. & T. R'y Co. and the Y. & M. V. R. R. Co. altogether never contributed anything more than $500 00 worth of work that you know of?
A. That is all that I remember.
Q. Was there any overflow anywhere on the Mississippi river in Mississippi in 1892?
A. No; not in Mississippi.

Q. Was the Mississippi delta affected by the overflow in 1892?

A. No.

Q. Was there any part of the L., N. O. & T. R. R. in Mississippi within the reach of overflow in 1892?

A. I have to consider a little about that. The Mississippi delta and the Yazoo delta is not absolutely closed. It is open at the mouth of the Yazoo river and the water backs up there. What damage that might have done in 1892 and 1893 I don't know,
510 but there were no breaks in the levees.

Q. There were no breaks in the levees and no overflows?

A. Not in 1892 or 1893.

Q. If there had been a serious overflow from the Yazoo river would you not know about it?

A. Undoubtedly; I knew of it at the time if there was one.

Q. You don't remember any such overflow from the Yazoo river?

A. No, sir.

Q. Now, was there any overflow in 1893 or 1894?

A. There has been no overflow since 1891 on the Mississippi side.

Q. From what?

A. From breaks in the levees. Indeed, the last three years have been years of low water.

By the COURT: I thought you said that there was an overflow in 1892, 1893, and 1894?

A. I said there has been none since 1891.

Q. How many breaks were there in 1891, and where were these breaks?

A. There was one in the upper part of the district, or said to be. I know there was, for I saw the water from it. It was, I think, at Robinsonville. There was one in my own district, at Stella, but the one in our district did very small damage. I don't know that it did any serious damage. I don't recollect whether it stopped the running of trains or not; I think it did for a few days. One in the upper district, I think, did little or no damage.

Q. Was there any overflow between 1884 and 1890?

A. There was none in our district.

Q. I said between 1885 and 1890?

A. There was only one that I remember; that was in 1886.

Q. Where was this?

A. It was at the point on the river called Johnson point, just above our district. I presume that it did very little damage. There was one at Stone Station and Port Royal, or thereabouts, but I am not personally familiar with those.

By agreement of counsel the following documents offered by the defense are not copied in this record, as the originals are to be used on the trial of this cause, to wit:

The ad valorem tax receipts of Washington Co. for the Riverside division, special charter, Dec. 13th, 1892.

The ad valorem tax receipts of the Riverside division, special charter, Dec., 1892, of Bolivar county.

For the same year, two receipts, one for Bolivar county and one for Washington, for the privilege taxes.

For the Riverside division, special charter, the ad valorem tax receipt signed by the sheriff of Bolivar county for the year 1893, and the privilege tax receipt also.

The ad valorem tax receipts and privilege tax receipt for the Riverside division, Washington county, for the year 1893.

The ad valorem tax receipt and privilege tax license signed by the sheriff of Bolivar county for the Riverside division, special charter, for 1894.

The same receipts for the same year, ad valorem tax receipt and privilege tax receipts for Riverside division, special charter, Washington county, 1894.

The ad valorem tax receipt signed by the sheriff of Bolivar county for the special charter, Riverside division, for the year 1895, and the privilege tax receipt signed by the sheriff and tax collector of Washington county, and the privilege tax receipts signed by the sheriff of Washington county for 1895.

511 The ad valorem tax receipts signed by the sheriff and tax collector of Wilkinson county of the Bayou Sara branch, and also the privilege tax for the Bayou Sara branch for the year 1892.

The ad valorem tax receipt of the Bayou Sara branch by the sheriff of Wilkinson county for the year 1893, and the privilege tax receipt for the year 1893.

The tax receipts for the Bayou Sara branch and the ad valorem tax receipts signed by the sheriff of Wilkinson county for 1894, and the privilege tax receipt for 1895, and the ad valorem tax receipt for 1895 on the Bayou Sara branch by the same sheriff and tax collector, and also the privilege tax for that year on the same branch.

The privilege tax receipt of the Helena branch and the ad valorem tax receipt of Coahoma county of 1893.

The privilege tax receipts for the Helena branch of the sheriff of Coahoma county for 1893, and the ad valorem tax receipt paid in December, 1893, by the sheriff of Coahoma county on the Helena branch.

The ad valorem tax receipt by the sheriff of Coahoma county for that branch for 1894, and the privilege tax receipt for 1894, and the ad valorem tax receipt for 1895, and the privilege tax receipt for 1895 on the Helena branch, Coahoma county.

The affidavits under section 21 of the Mobile & North Western charter, being sec. 5 of the charter of the L., N. O. & T. R. R., tendered to the sheriffs of all these various counties, in which they claim the road paid by affidavit for the years 1892, 1893, 1894, and 1895, and also the sheriffs' receipts for taxes of those years as paid by affidavit, excepting that in some instances the sheriff refused to issue the receipts and acknowledge on the affidavit the tender of the same, all of which will appear from the papers, excepting that in Warren county for the year 1893 and 1894 and Sharkey county for the year 1895. It is agreed by the counsel pro and con in open court that the affidavits were tendered in these counties for these

years and the issuance of the receipt refused by the sheriff, such tender being made by the Hon. Murray Smith, of Vicksburg.

The charter of the Memphis & Vicksburg R. R. Co. and of the New Orleans, Baton Rouge & Memphis R. R. Co. and the charter of the L., N. O. & T. R. R. Co., being that of 1882, referred to in the plaintiff's declaration. It is considered that all the charters and all other pertinent private statutes involved are offered in evidence.

J. A. RIDGELEY, a witness for the defendants, being duly sworn, testifies as follows:

Q. State what position, if any, you held with the I. C. R. R. Co. and the Y. & M. V. R. R. Co. in the year 1892.

A. In 1892 I was in Chicago, I suppose, as clerk. I went to Chicago—I think it was November the 30th, 1891. Up to that time I had been acting auditor for about a year.

Q. For how long?

A. For about a year prior to that time.

Q. For what company?

A. For the L., N. O. & T.

Q. Are you connected with the I. C. R. R. Co. or the Y. & M. V. R. R. Co. at this time?

A. No, sir.

Q. Have you any interest in this suit?

A. None whatever.

512 Q. I wish you would examine these books, Mr. Ridgely, and particularly the one covering the year 1892, and state whether the entries therein were made by you or under your direction and whether these books were properly kept and whether they are correct or not.

A. Yes, sir; the ledger and the journal there are the books kept by me as general book-keeper for the company and afterwards as acting auditor; they were under my supervision there.

Q. Do you or not recognize the books that you have just examined there as the books of the L., N. O. & T. R. R. Co. and the Y. & M. V. R. R. Co. kept by you and under your supervision during the year 1892?

A. Yes, sir.

Q. And these books were accurately and correctly kept?

A. Yes, sir; they were.

Cross-examination by Judge CRITZ:

Q. You don't know anything about the issues except as they were furnished you, Mr. Ridgely?

A. No, sir.

Q. Do you have any connection with the books except during the year 1892?

A. I think that it was in April, 1891, that I took charge of the books as general book-keeper for the company. I think that it was in April, 1891.

Q. And you kept the books up to that time?

A. Until, I think, January, 1892 or 1893. I believe that I went in the accounting department in 1890. I can refer to my writing in the books there and tell you just exactly what time I did take charge of them.

Q. These books that you have made out here are the books that you referred to?

A. Yes, sir; the journal and the ledger.

Q. Refresh your recollection and tell exactly what time you took charge of the books.

A. I see here that I commenced in March, 1891.

Q. Up to what time?

A. Through November, 1891.

Q. You were the book-keeper from March to November?

A. Yes, sir; to November the 30th.

Redirect examination:

Q. What year did you say it was?

A. I took charge of the books in March, 1891.

Q. How long did you remain in charge of them?

A. Until November, 1891. From November 30th to November 30th, 1892, I was the acting auditor.

Q. You were asked if your only information in regard to these books was not contained in those books themselves.

Objected —.

Q. You were asked if you knew anything as to the accuracy of these items contained in these books beyond the mere entries therein. Don't you know that the entries contained in these books are the reports of the various departments of the two railroad companies whose accounts are kept therein with you, as the book-keeper or auditor, and entered therein either by yourself or under your supervision accurately?

Objected to as leading and not properly in rebuttal.

Q. How did you get your information as to the items that were entered in those books; by yourself as book-keeper or under your supervision as auditor?

A. I got them from the head of the various departments, transportation, motive power, etc., and they are charged in the general books in accordance with the schedule of the accounts that we had filed.

Q. State whether or not it is a fact that these items were obtained from the various departments as they were made to the auditing department in the usual course of business.

A. Yes, sir.

513 It is admitted that the books about which this witness has testified are the same books referred to by Mr. Pfoutz in his testimony.

The defense rests.

The plaintiff here read in evidence the deposition of O. A. Gibson. The defense objected to the deposition, beginning at question No. 24 and continuing to the end of the deposition; which objection was overruled, and the defense excepted. The objection of the defense is sustained as to 52, 59, 60, and 69.

In the cross-examination the defense objects to the question and answer No. 230, and the objection was sustained, commencing at the answer at that part which follows the word "commission."

Obj. omit-.

Pending the reading of the deposition of O. A. Gibson by the plaintiff the defense objected to the several questions and answers in said deposition as set forth in their objection in writing filed in the papers in this case, and their objection, so made, was overruled except as above stated, and the defense excepts.

O. A. GIBSON, being duly sworn, testifies as follows:

Q. 1. State what is your occupation or profession.

A. Railway and levee contractor, I believe, Judge.

Q. 2. How long have you been engaged in the work of railway construction and levee construction?

A. I will have to approximate that. I think in both about fifteen years.

Q. 3. What levees have you been engaged in the construction of?

A. Levees that have been built by the United States Government.

Q. 4. On what rivers?

A. Mississippi and Arkansas.

Q. 5. State what railways you have had contracts on and done work for.

A. I have had subcontracts on this Aberdeen branch of the I. C., on what was formerly known as the L., N. O. & T., below Harriston—the Greenville loop, as we termed it then—Y. & M. V. line, above Greenwood; Tennessee Coal & Iron Co., and Ga. Pacific. I believe that is all. There was a little road I did some work on, but it didn't amount to anything. Oh, yes; the Kansas City R'y Co.; I overlooked that.

Q. —. What connection, if any, did you ever have with a road at Riverton, Ala.?

A. That is the one I referred to just now. I built a few miles of road there.

Q. 7. What was that called?

A. Tennessee River railway, I believe.

Q. 8. What connection did you ever have with any dummy lines, and where?

A. One of those dummy lines belonged to the—I built part of the dummy line for the Tennessee Coal & Iron Co. and Bessemer dummy line, and did some work for the Memphis & Birmingham or Kansas City.

Q. 9. You stated above that you did some work on the L., N. O. & T. R'y. State what the L., N. O. & T. stands for there.

A. That is the Yazoo & Mississippi Valley.

Q. 10. What was the name of it at that time?
A. L., N. O. & T.
Q. 11. What are those abbreviations for?
A. Louisville, New Orleans & Texas.
Q. 12. How much work did you do on the Louisville, New Orleans & Texas railway? Mention the amount and place.
A. Rice, C., and Gibson did ten miles below Harriston; I did seven miles above Greenwood, on the Y. & M. V. I think that is always eliminated that way from the main line.
Q. 13. Is that what you call the loop line?
A. No, sir. Then Ware & Gibson did ten miles from Wilczinski's jct. south on the Greenville loop of the L., N. O. & T.
Q. 14. What is that now called?
A. Belongs now, I believe, to the Riverside division of the Y. & M. V. road.
Q. 15. How much work did you do on the Georgia Pacific R'y in all?
A. Approximately—I have to approximate, you understand, to a very great extent—approximately, sixty miles. The firm in doing this Ga. Pac. work was Gibson & Corpening.
514 Q. 16. Enumerate where you did various work on the Ga. Pac.
A. I did part of a mineral line from the tunnel down to a coal mine in Alabama, and a short mineral line near the tunnel. This first line mentioned there runs west, above that a short distance, a mineral line running north to a coal mine. I did ten miles of work, commencing a short distance west of Waverly and running about three-quarters of a mile west of West Point. I then did, I believe, eleven miles, commencing just beyond Pheba, on the Ga. Pac., and running west to a point near Sapa station, Miss. I then commenced at Itta Bena, on the Ga. Pac. main line, and built a line up the Tallahatchie river to Webb's, approximately forty miles long. That is all the work I did for the Ga. Pac.
Q. 17. State what large creeks and creek bottoms, if any, were included in the Brooks work that was finished up by you.
A. Crossed Big Black. I don't remember; there was a little creek—Village creek—Spring creek it was; and I crossed McNutt lake on the Itta Bena branch. I can't remember the name of the big bayou I crossed.
Q. 18. In this work done upon the various roads you mentioned, what part of the work did you do?
A. On the work I did for the Ga. Pac., I did all the grading, bridging, put in the cattle gaps, box drains, furnished the ties from a short distance west of Waverly to Winona, excepting some 25,000 or 30,000 ties put in by Dunn Bros. I did all the bridging on the Itta Bena branch; put in the cattle gaps, box drains, and furnished the ties for that line.
Q. 19. State what experience, if any, you have had as bridge and trestle builder in railway-work, outside of what work you did for the Ga. Pac. railway.
A. Up to the time I commenced work for the Ga. Pac. I had my

first bridge I did was on the Greenville loop, I should say. Would you term that the Y. & M. V. road?

Q. 20. Yes. What kind of work did you do on the Bessemer dummy line?

A. Commencing two miles from Birmingham, we did the grading and bridging. That was done under the firm of Gibson & Corpening. I believe that I forgot to mention that we did more railway work now. I forgot to say we built about fourteen miles of the Mobile & Birmingham road, between Marion jct., running south.

Q. 21. You spoke of building a branch of the Ga. Pac. R'y, beginning at Itta Bena and running up north. State how long that was and how that branch compared in length and quality with what is known as the Tallahatchie branch of the L., N. O. & T. R'y, said L., N. O. & T. R'y being now the Y. & M. V. road.

A. It was approximately forty miles long. I think there is very little difference in the length of the two lines. About the quality, etc., I think that is very similar. Part of the way the lines are built parallel—about the same grades and crossings and the same streams in some instances.

Q. 22. What is the character of the country from Itta Bena up to the end of the Itta Bena branch on the Ga. Pac., and what is the character of the country along which the Tallahatchie branch of the L., N. O. & T. runs?

A. Quite a similarity in the soil and lay of the lands. It's level; no hilly land in that country. I think, perhaps, in Statem stretch of the Y. & M. V. there may be a little more bridging than on the Itta Bena extension. I will say, aside from that, the embankment will be very similar in height and style of soil.

Q. 23. Who, you say, built the Tallahatchie branch of the L., N. O. & T. road?

A. I think Flynn & Degarris.

Q. 24. From your judgment as a railway contractor and bridge-builder, what do you estimate was the comparative cost of building these two branches of road?

Counsel for defendant objects to the foregoing question because it is incompetent and based purely upon the opinion of the witness.

A. I would suppose, from my knowledge of the locality, that the approximate cost per mile would be in the neighborhood of the same. As I said before, there might be some little difference because of a small excess of bridging on the Y. & M. V.

515 Q. 25. When did you build this Itta Bena branch of the Ga. Pac.?

A. I believe you will have to refresh my memory if you have it in the testimony.

Q. 26. You built that the same year you finished the Brooks works. That was in 1889.

A. Yes; all right. Fall of '89 or '90; might have been in '90. I think maybe it was in '90; about that time. We were at work on the two lines at the same time.

Q. 27. You mean to say that while you were building this Itta

Bena branch, the Tallahatchie branch of the L., N. O. & T. was being built also?

A. Yes, sir.

Q. 28. How far apart are those two branches of railway?

A. It is twenty miles from Itta Bena to Minter City. At this point the Y. & M. V. ends—that is, on the southeast end. In other words, where the Y. & M. V. commences they then parallel each other for some eighteen or twenty miles. At some points they are very close together, and then diverge at others, maybe a half mile apart. I cannot tell just for what distance now. The road-beds are probably 100 ft. apart in some places.

Q. 29. You spoke above of having fifteen years' experience in railway construction and in the construction of levees. How much of this time were you engaged in railway construction and how much in levee work?

A. Approximately eight or nine years in railway construction; balance in levee construction.

Q. 30. State if you have ever been over the L., N. O. & T. R'y lines and over the Ga. Pac. line since they were constructed.

A. Yes, sir; over both.

Q. 31. How often have you gone over the L., N. O. & T. from Memphis to New Orleans, if ever?

A. Very many times. I did approximate in my former testimony, but it was merely an approximation.

Q. 32. While you were passing up and down this L., N. O. & T. road so many times, in what business were you engaged?

A. In the construction of railways and levees.

Q. 33. In passing over the L., N. O. & T. road, did you go clear through from Memphis to New Orleans or stop over, and if you stopped over, at what various points did you stop along the line?

A. My business as levee contractor necessitated my stopping at a great many places along the line.

Q. 34. How often have you passed over the Ga. Pac.—that part in Mississippi?

A. Very many times. I could not hardly approximate.

Q. 35. How much of the Ga. Pac. railway that was constructed by you, or you and your firm, was in the State of Mississippi?

A. I believe 61 miles.

Q. 36. How many miles of that was in what is known as the bottom or delta country of Mississippi?

A. Forty miles in the delta. That was the Itta Bena branch. Rest was in the uplands of Mississippi.

Q. 37. In the construction of the L., N. O. & T. road through Mississippi, how much of it is in the delta or bottom country?

A. The principal part of it is in the delta country.

Q. 38. What is the character of the country through which this railway runs from Port Gibson down to the Louisiana line?

A. To the best of my recollection, it is similar to the uplands of Mississippi—hills and valleys.

Q. 39. What is the character of the country for a short distance

south of the Tennessee line as it comes out from Memphis, before it reaches the delta—I mean in Mississippi—in Tennessee?

A. I think a little short part of the road this side of Lake View is something like the uplands of Mississippi—cuts and fills.

Q. 40. State, if you can, how far along the line of the L., N. O. & T. road it is from Port Gibson down to the Louisiana line. (Have you that railway map?)

A. No, sir. It would be an approximate. I think, maybe it is, approximately, 100 or 200 miles. No; that's wrong.

516 Q. 41. The map says 135 miles from New Orleans to Centreville, and from Port Gibson to New Orleans 209 miles; then the distance from Port Gibson to Centreville would be the difference between the two, wouldn't it?

A. Yes; then the difference is the distance from Port Gibson to the Louisiana line.

Q. 42. What is the character of the country about Port Gibson and Vicksburg?

A. Hill country; more especially around Vicksburg.

Q. 43. About how many miles do these larger cuts and fills about Vicksburg extend?

A. Approximately, seven or eight miles.

Q. 44. State about the average height of the embankment of the L., N. O. & T. road through the Mississippi delta, and state whether the road was built so as to be above high-water mark, or was it built on a level of the ground as near as possible? How was that and how protected from water?

A. I think there is an error in my former testimony there. It seems to me I made the statement there was 2½ feet or something. The grading runs from nothing, you might say, to, in some instances, 15 or 20 ft. near the approaches to bridges, and uniformly, I think, it runs from a foot to three feet where it does not cross streams. It is not above high-water mark; not intended to be. They run it with the view of getting a uniform grade, hugging the ground as much as possible, and getting a good road-bed. They expect to be protected by the levees when the Mississippi river overflows.

Q. 45. You have stated that this road-bed through the delta, leading out where it crosses streams and lakes, ranged from nothing to about three feet; do you mean three feet in height or three feet in cut?

A. In height. There are no cuts in that country. You can only approximate it; might be some places it would run exceeding three feet—some low places in the lands where — no bridges, but that is uniform way it runs; that country is very level.

Q. 46. What was the average slope of the side embankment of the road-bed?

A. It's the natural slope of the embankment which takes 1½ to one. It is supposed an embankment would regulate itself to that *that* condition when you empty the scrapers. That is the slope adopted by railway embankments.

Q. 47. What was the average height of the trestles along through

this *this* valley on the L., N. O. & T.; high, low, or medium as compared with other trestles?

A. I should say medium compared with other trestles in upland railway construction.

Q. 48. Usually, what is the character of the trestles along that line as to height?

A. In a great many instances low, and where they cross bayous or sloughs or streams they are high. I might say that the piles are usually long at those places to reach the foundation.

Q. 49. State, please, whether the trestling along the line of this L., N. O. & T. R'y were unusually expensive or inexpensive. State the facts from your experience as a trestle-builder.

A. I would not consider them so expensive as the trestles in an upland country, or, at least, they would not be quite so numerous.

Q. 50. Do you know what the cross-ties cost along this line and how many were used to the mile? State of your own knowledge.

A. I got out a few cross-ties above Greenwood, Miss., for which, as a subcontractor, they agreed to pay me 32 cents per tie. I did not get it, however.

Q. 51. How many used to a mile?

A. I believe the standard number is 2,640. Generally call
517 it about 2,700, and if the side tracks are long they would increase to about 3,000 per mile. Of course, that has something to do with the length of a side track.

Q. 52. What was the usual cost of cross-ties used in the construction of the L., N. O. & T. road to the railway Co.?

Counsel for defendants objects because witness cannot answer from his own knowledge.

A. My impression from conversations with tie contractors is they paid from 32 to 35 cents.

Q. 53. State, please, what is the usual cost of cross-ties for such work.

Counsel for defendants objects to that as being a question to an answer that is irrelevant.

A. From 27 to 35 cents, as to convenience of timber and cost of same.

Q. 54. What size rail was used on that line—on the construction thereof? Approximate it if you cannot give exact size.

A. My idea was at the time about 60-pound rail; approximately 60 pounds.

Q. 55. State, please, what was the cost of the earthwork and bridge-work on the Itta Bena branch of the Ga. Pac. R'y built by you—the forty miles from Itta Bena north.

A. I do not believe I can remember, unless you can refresh my memory upon that bridge and earth work.

Objection by counsel for defendant- because question is irrelevant.

The grading, cattle gaps, box drains, cross-ties, clearing, bridging, my recollection is about $122,000.00 approximately; might

make that $115,000.00 to $122,000.00 that they paid me for grading and bridging, cross-ties, cattle-guards, box drains, clearing, etc. I did some figuring to get at it before, but this time——

Q. 56. Was this for the whole work done by you, you and your partner, on this forty miles?

A. Yes, sir.

Q. 57. From your inspection of the work and construction of the Ga. Pac. and experience in work upon it, and your inspection of the work on the L., N. O. & T. and experience in the work upon that, how did the cost of the construction of the two roads compare?

Counsel for defendants objects because the question is irrelevant.

A. I would think, aside from the expensive bridging over the largest streams on the Y. & M. V. road, the cost of construction would compare about the same.

Q. 58. Which road had the most earthwork upon it per mile—the Ga. Pac. or the L., N. O. & T.? I mean the most in quantity.

A. In the uplands on the Ga. Pac. road the yardage would be in excess of the yardage on the Mississippi Valley Railway lines.

Q. 59. About what did the Ga. Pac. cost per mile in Mississippi complete, including the earthwork, wood-work, and laying down the iron, without the rolling stock?

Counsel for defendants objects because witness cannot answer of his own knowledge.

A. The division engineer, Maj. Joliffe, who had charge of the work I did here, was figuring up to see approximately what the cost would be. He said it would be from between $7,500.00 and $8,000.00 per mile.

Q. 60. What part did you take in this figuring done by Maj. Joliffe?

A. I did nothing except to look on. We were talking about it; we were together a great deal, and he talked very freely with me, and he made an estimate and said that to me in his office here.

Q. 61. If you ever made any estimate upon that part of the Ga. Pac. built by yourself, please state about what that estimate showed that the Ga. Pac. cost per mile.

518 A. My estimate would be only on a basis of—well, I do not make calculations; we frequently do figure on out steel rail and iron.

Q. 62. Please state what calculation you arrived at.

A. I think, if I recollect aright, I figured on some of my work running from $7,000.00 to $8,000.00 per mile. I did not know the exact cost of the Ga. Pac. rail, and I only got my information through quotations of rail sent to contractors.

Q. 63. Quotations at the time?

A. Yes. I suppose corporations would purchase for less than the quoted prices.

Q. 64. In making this estimate, how many cross-ties did you estimate to the mile?

A. I estimated 3,000.

Q. 65. At what price?

A. I estimated my cross-ties up here at 27 cents, and cross-ties in the valley at 35 cents.

Q. 66. At what did you estimate the cost of laying the track per mile?

A. $350.00, to the best of my recollection. That, however, is considered low for track-laying.

Q. 67. At what size did you estimate the rail?

A. 60 pounds to the yard.

Q. 68. At what price did you estimate the rail per ton?

A. I think about $32.00 in this estimate over here.

Q. 69. How long were you and Maj. Joliffe together when the calculation was made as to the cost of the construction of the entire line in Mississippi of the Ga. Pac. R'y? How long together in in making the calculation?

Counsel for defendant- objects.

A. I do not remember about the length of it. I always enjoyed being with him; he was a very fascinating man to me, and I was glad to be with him.

Q. 70. If you ever made any estimate of the cost of construction of the L., N. O. & T. R'y complete per mile in Mississippi, not including the rolling stock, state according to that estimate what said railway cost per mile to build same complete, including everything excepting the rolling stock.

Counsel for defendant- objects because the question is incompetent and irrelevant.

A. I made an approximate estimate in which I think I took the cost of bridging for my basis—that is, the expensive bridging on the L., N. O. & T. I took their estimate for it, and I think I made it approximately $10,000.00 to the mile. I believe in making that estimate I neglected to note items of fish-bars and bolts. In making the estimate that was overlooked, but I would say that it would not cost less nor over 15% to construct it.

Q. 71. In this estimate did you include or exclude the depots and side tracks?

A. My recollection is I took the side tracks as they were when it was constructed, and took their prices for station-houses, etc., on the line at the time.

Q. 72. Look at the paper now handed you and state if that is a copy of the estimate made by you.

A. Yes, sir. (Same has been filed as Exhibit 1 to Gibson's deposition.) I want to explain this is an error here—this $50.00 per mile in the exhibit; it is an error. It ought to be $450.00 instead of $50.00 for bolts and fish-bars. That is the approximate cost.

Q. 73. Any other corrections you desire to make to that Exhibit 1?

A. In this exhibit I have the Yazoo bridge at $100,000.00. I was going to say my impression is the bridge they built there cost $100,000.00, but the first bridge they built, I think, cost that. I

may be in error about that first bridge, but the approximate of 15% would cover any error, I think.

519 Q. 74. I see in Exhibit 1 that your summation is $9,081.12 per mile as the average cost. Why, then, did you put it at $10,000.00?

A. We approximated it so in case anything was overlooked—small items, for instance, like fish-bars, bolts, or anything—it would not exceed 15 %.

Q. 75. State what is included in the railway complete in the estimate made by yourself included in Exhibit 1.

A. Includes the grading, trestling, cattle-guards, box drains, clearing right of way, ties, steel rails, bolts, fish-bars, whatever side tracks necessary for commencement, and station-houses.

Q. 76. After the railway work is completed how does the railway company arrive at the determination of the actual cost of construction? What record is made of the same and who makes the record?

Counsel for defendant- objects because question is irrelevant and incompetent.

A. As far as my experience goes, the engineers all have profiles of the work to start out on and maps, etc. They figure the expense of everything, bridging, etc., and contractors receive final estimates from the chief engineers, and I suppose records are kept in the offices by which they could arrive at the actual cost at any time.

Q. 77. Are these estimates in writing, printed, or verbal?

A. I cannot say as to their being printed. My experience is they are given to us in writing.

Q. 78. How is the earth estimated—by the foot, yard, or ton?

A. By the cubic yard.

Q. —. How is the lumber and timber used in the trestles and other wood-work estimated—by the cubic foot, lineal foot, board measure, or what?

A. By board measure in superstructure.

Q. 80. How are the piles estimated?

A. By the lineal foot.

Q. 81. Are these estimates for piles made for the piles delivered, driven, or how?

A. Both. Some railways estimate them piles under the cap so much per lineal foot, some piles delivered so much per lineal foot and so much for piles driven under the cap. Contractors usually furnish drift-bolts without a separate price.

Q. 82. Whom do the construction engineers represent—the contractors or the railway company?

A. Represent the railway construction company.

Q. 83. If the railway is constructed by the railway Co. whom do the engineers represent?

A. The railway company. They are employed by the company and placed there at the expense of the railway company.

Q. 84. How were the estimates of the earthwork and wood-work

and other work done on the L., N. O. & T. work and the construction thereof kept and by whom?

A. In the case of the L., N. O. & T.—well, I was subcontractor under Dunnavon & Kelly in the work on the L., N. O. & T., and received estimates through them. The representative engineer, Mr. Gordon, of the L., N. O. & T. road, gave me a copy of my estimates for bridge-work as a matter of protection against the first contractor. I could always get a copy of these estimates from the engineer of the L., N. O. & T. R'y when necessary as a protection.

Q. 85. By whom were these estimates made out that were furnished you by Dunnavon & Kelly?

A. Made out by the local engineers on construction and sent to the chief engineers of the road, and from that source estimates were issued to contractors.

Q. 86. State whether or not you saw the original estimates that were furnished to the principal contractors under which you worked for the work done by you.

A. I did in the bridge-work.

Q. 87. State how these railway estimates are kept by the engineers. Are the estimates for bridging and trestling and
520 earthwork all lumped together or are they kept separate?

A. They must be kept seperate, as a matter of record, to show what each cost.

Q. 88. Do these final estimates, made by the railway company's construction engineers, give the exact cost of the road or only approximate the cost?

A. Necessarily the exact cost, or they would not be able to know the expense. The different items in construction must necessarily be made a record of in order to make settlements for construction, and they, each item, must be kept seperate and distinct.

Q. 89. When are the first estimates of the cost of construction of the railway made by the construction engineers, before or after the work begins?

A. Before, largely.

Q. 90. How do they arrive at the actual amount of construction work to be done before the work has been done—the amount of excavation, embankment, and bridging, etc.?

A. They send engineers over the line and they make maps, profiles, and cross-sections, showing where bridges are to be built, the height and length of bridges, and calculations about the cost of material, cost of handling earth, bridge timbers, etc., and upon that they make their calculation as to the cost of construction per mile before they commence construction on the line.

Q. 91. How do you know, when you go to build the earthwork of a piece of road, how high and wide to make the embankment, or how deep and how wide *wide* to make the cuts of the road-bed?

A. Engineers furnish us notes and profiles, giving the numbers of these centre stakes. We drive them 100 ft. apart, and those stakes are marked 1, 2, 3, 4, etc., and the notes represent those stakes, 1, 2, 3, 4, etc., and on those notes they give you the distance out from center stake to fills, showing the width of road-bed and cuts,

showing the distance put; the cuts should be taken down. In bridging they give you the bills for the length of piles, number of feet, board measure, superstructure; cattle guards the same; box drains the same. Clearing, they are required to make 100 ft., 50 ft. from centre of each stake. The quantities have been figured previous to this, and you know the exact yardage you have to give unless there is some change in the work; arrive at the cost of piling after they have been driven.

Q. 92. How did they determine the distance that each pile goes into the ground?

A. They are supposed to understand the soil to that extent that they calculate the piles should be driven from 15 to 18 feet in the ground in the valley country, and in giving bills for piling that is the basis for estimate.

Q. 93. But when they go to estimate how deep the pile is actually driven, how do they arrive at that?

A. They send a pile-recorder, and he stands right over the pile being driven with his book and level, and says how far to drive it and keeps a memorandum of the exact number of piles driven in te ground. They arrive at everything minutely.

Q. 94. What is the officer called who keeps the memorandum?

A. Pile-recorder.

Q. 95. Who does he report to?

A. To the division engineer—chief engineer.

Q. 96. In making settlements with contractors, on what basis are the settlements made?

A. On the figures of the engineers in charge of the work, and any change in the work is explained by the local engineers should it not correspond exactly with the first estimate.

Q. 97. You have mentioned the profiles; what are they?

A. Map showing the exact fills, cuts, and bridging on the whole line. A man in that line of business can take a profile, look at it, and tell just exactly the length of a bridge, number of feet
521 in it, and can take that profile and set down and figure out the exact quantity of everything in that work—that is, an engineer can do it. Some contractors do it without any trouble.

Q. 98. By whom are these profiles made out?

A. By the chief engineers—subordinates inn the headquarter office.

Q. 99. You have spoken of the cross-sections; state what these are.

A. That is where the engineer takes levels of the land to get the proper grades for construction, for embankments and excavations.

Q. 100. How are the measurements made?

A. They have in the railway construction stakes every 100 ft. and take intermediate cross-sections in proportion to the lay of the land, by which they arrive at actual quantities in fills or excavations.

Q. 101. By whom are these cross-sections made?

A. By resident or local engineers in charge of the construction work.

Q. 102. What record is made of these cross-sections?

A. They have to turn them in into the office in order to have

profiles made of the work and for the reference of the chief engineers.

Q. 103. How do these cross-sections correspond with the stakes that are put upon the ground for the guidance of the workmen?

A. Correspond exactly with the numbers on the stakes.

Q. 104. How do these cross-section notes correspond with the stakes?

A. Just the same.

Q. 105. Do the estimates that are made by the engineers, upon which settlements are made, show the detail of the measurements of all the road?

A. Necessarily so.

Q. 106. Do you remember how many feet the crown of the fills of the L., N. O. & T. road were, as originally constructed?

A. I think I got mixed up before on that. I think I first said eight, then ten feet. I believe the standard is twelve feet for crowns for embankment.

Q. 107. Do you remember what was the standard adopted by the Ga. Pac. as to the crown of fills and the base of cuts?

A. I think the base of cuts was 14 feet.

Q. 108. In railway construction are these estimates of the engineers simply in paper manuscript, or are they transcribed into books and made matters of permanent record?

A. The usual custom is to transcribe them and keep them for records.

Q. 109. Are these cross-sections and profiles made in what we would call permanent form or simply temporary memorandums?

A. Usually transcribed into books for that purpose; at least, that is the way the Ga. Pac. have them. I have seen them in book form.

Q. 110. In laying off the work for railway construction, how are the distances divided up in length, into what divisions?

A. In sections, and they drive a stake every 100 feet; sometimes oftener.

Q. 111. How much is a section?

A. 5,280 feet. They have short or long sections sometimes.

Q. 112. Are nit these stations and sections all numbered?

A. Yes, sir.

Q. 113. Cannot you take the profile of the road and tell exactly where each fill and cut and bridge and trestle and waterway begins and ends?

A. You can tell the most minute thing about the construction.

Q. 114. How much did you get per cubic yard for the work done by you on the L., N. O. & T. road and on the Greenville loop?

A. I got 20 cts. per cubic yard on the main line, with the haul of 500 ft. free from cuts. I got 13 cts. straight on the Greenville loop.

Q. —. What did you get per foot, board measure, for the bridging, trestles, and culverts built by you on the L., N. O. & T. R'y?

A. My recollection is, $35.00 per thousand feet for superstructure, board measure, and 35 cents per lineal foot under the cap, two ft. off for broomage for the piles.

Q. 116. Then, under your contract there, you were only paid for the amount of piles under the cap—nothing for delivery?

A. Nothing for delivery; no, sir.

Q. —. In your work upon the Ga. Pac. how were you paid per pile for piles driven and delivered?

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A. For piles delivered per lineal foot and driven per lineal foot.

Q. 118. If you ever made an estimate of the actual cost of earthwork on that part of the L., N. O. & T. constructed by you, please state how much it amounted to per mile, including all the earthwork, all the trestling, box drains, culverts, and waterways.

A. I have made some estimate there. I believe you will have to give me the benefit of it.

(Witness has not memorandum and does not remember.)

Q. 119. In Exhibit I to your deposition you put down the length of the railway in question in Mississippi at 421 miles. Is that 421 miles intended to represent simply the main line, or do you add the length of the side tracks to the main line? In other words, if the railway was 421 miles long and the side tracks amounted to 20 miles in all, would you put the length of the line 440 or simply call it 421 miles?

A. 421, of course.

Q. 120. You simply take into account the main line, the side tracks thrown in?

A. Yes; side-track yardage would always be light on account of having a bank to build to.

Q. 121. Do the side tracks cost as much in proportion as the track of the main line?

A. No, sir.

Q. 122. Why not?

A. They have a bank to build to.

Q. 123. In Exhibit I you put the cost of trestling per mile $1,000.00. Is that by actual measurement or simply an estimate?

A. That is estimated on the basis, I suppose, of bridging I did myself. The usual estimate is $2.50 or $3.00 per foot for bridging.

Q. 124. What is it worth upon an average to do earthwork per cubic yard on that line—the L., N. O. & T.—at the time the road was constructed?

A. I suppose from 15 to 18 cents. You come in contact with the overhaul there; get 20 cents for that, having to haul 500 ft.

Q. 125. At what price did you put the cost of earthwork in your estimate of the Exhibit I to your deposition?

A. I cannot answer unless you refresh my memory.

Q. 126. 20 cts. per cubic yard; in Ex. I you estimated that there were 20 miles at 40,000 yds. per mile, 10 miles at 10,000 yds. per mile, and 391 at 10,000 per mile. Please explain what 20 miles you estimated at 40,000 yds. per mile and the 401 you estimated at 10,000 a mile.

A. That work would represent the work just above the work we did on the main line below Harriston, and 40,000 per mile applies

to the territory below Harriston. The rest is the same price and might include all the rest—balance of the road in Mississippi.

Q. 127. Was there any part of the L., N. O. & T. road which was built by you or you and your partner that amounted to as much as 10,000 yds. per mile?

A. Our work below Harriston ran from 8,000 to 10,000 yds. per mile. Our work on the Greenville loop ran from 4,000 to 7,000 cubic yds. per mile.

Q. 128. How did the work which you did below Harriston compare in quantity with the other earthwork upon the line of the L., N. O. & T. in the delta?

A. I suppose it would be very little difference, only as I have it here I made an average of 10,000 yds., which I think was liberal, in the delta. There might be some miles run over that considerably and some run considerably under it. That is a fair estimate of the yardage.

Q. 129. If the work which you actually did really amounted to less than 10,000 yds. per mile, why did you make your estimate at 10,000 yds. per mile?

A. In a number of places on the main line the fills are greater than on the line I built.

Q. 130. How did the amount of bridging on your work compare with the amount of work on the balance of the line? By bridging I mean trestling.

A. Ran along about the same, except where you crossed streams and bayous.

Q. 131. Any bayous on the work done by you below Harriston and on the Greenville loop?

Q. I did not do any bridging below Harriston, only on the
523 Greenville loop. The bridges were short.

Q. 132. Is that estimate of 40,000 yds. per mile liberal or moderate for the 20 miles you spoke of?

A. Exceedingly liberal.

Q. 133. Have you ever known any railway work where there was an average of as much or more than 40,000 yds. a mile for the length of 20 miles?

A. No, sir. I think, in this instance, in making that average, there might be possibly a few miles over 20. I was approximating it. We took off the slope way down in some of those big cuts; had a camp down there, and after the construction of the road we did some little work in there widening the slopes a little; also, in making an allowance here for big divide, I made an allowance of $25,000.00, which was very liberal. The engineers who had charge of the work lived in our camp most of the time.

Q. 134. This extra allowance of $25,000.00 for grading big divide, was that much allowed in your estimate extra?

A. Yes; extra allowance for any excess that might occur in addition to 40,000 yds. per mile.

Q. 135. Was the $32,000.00 for the Vicksburg tunnel in addition to the 40,000 yds. per mile?

A. No, sir.

Q. 136. Was not the mileage of the tunnel included in your estimate up there?

A. No, sir; these cuts were all below Harriston.

Q. 137. You allowed the yardage of 10,000 per mile through that tunnel in addition to the $32,000.00?

A. Yes, sir. In all this works the bridging cuts quite a figure; reduce the yardage considerably on earthwork.

Q. 138. You have stated in a former answer that you were paid the total sum of about $122,000.00 for the work you did on the Itta Bena branch of the Ga. Pac. Please state how much the total grading of that 40 miles of railway amounted to and what you were paid per yard therefor.

A. My recollection is, on the final estimate I got about 312,000 yards of embankment, for which they paid me 15 cts. per yard. I believe we made about $46,800.00; 8,000,000 ft. of lumber, board measure, amounted to about $24,000.00; I think it was $30.00 a 1,000 feet; 75,000 lineal feet of piles at 35 cents makes $23,250.00; cost of the ties for the 40 miles, $900.00 per mile, make a total of $36,000.00. Total cost of the work I did on the 40 miles amounted to about $123,500.00. I have made no estimate for the clearing there; $2,160.00 for clearing.

Q. 139. What was the cost of clearing the right of way for the L., N. O. & T.?

A. That does not show just like that does, and makes my testimony look a little strange?

Q. 140. Doesn't make any material difference. What was it worth to clear the right of way on the L., N. O. & T.?

A. We got $30.00 an acre for that that I did.

Q. 141. State, please, what it was worth.

A. I suppose usually about—about 30% usually on the upper part of the line would be clearing, and about 20% on the lower part would be clearing.

Q. 142. The question I now ask is, what was it worth to clear this right of way per acre?

A. I cannot answer what it cost. I can answer what it would be worth; about $40.00 per acre.

Q. 143. How wide was the right of way?

A. 100 ft. wide.

Q. 144. What per cent. of the main line of the L., N. O. & T. in Mississippi do you estimate had to be cleared?

A. That would be an approximate estimate entirely. I would think, from my experience, that there would be at least 30% to clear; that would be liberal.

Q. 145. In your Exhibit No. 1 to your deposition you made no allowance for the clearing?

A. No, sir; there is an error there in fish-bars and the clearing.

Q. 146. What is included in the clearing? Does that include the necessary grading?

A. Everything; clearing and grubbing come under one head.

524 Q. 147. How did the cost of the work upon the Itta Bena

branch done by you compare with the average cost of construction of the L., N. O. & T. main line in Mississippi?

Counsel for defense objects.

A. Maybe I can recollect my answer previous that, with the exception of more bridging, the approximate cost of construction would, I think, be about the same.

Q. 148. More bridging on which road?

A. Y. & M. V.

Q. 149. How much would this more bridging on the Y. & M. V. exceed the bridging on the Itta Bena branch of the Ga. Pac., in your judgment?

A. You do not mean Ga. Pac. up here?

Q. —. No; the Itta Bena branch.

A. I would think, taking out the large, expensive bridges, exceed it 10%.

Q. 151. Large, expensive bridges on the main line of the Yazoo & M. V.?

A. Yes, sir.

Q. 152. You mean to say that the Y. & M. V., which was the L., N. O. & T. road, in your judgment, cost 10% more per mile than the Tallahatchie branch of the Ga. Pac., and the larger bridges in addition to this?

A. Outside, proportionately speaking. Excess cost in those pile bridges would be approximately 10% greater than on the Itta Bena branch. That would, of course, leave out the steel bridges—iron bridges, I should say.

Q. 153. Do you mean to say that the trustling on the L., N. O. & T. road cost 10% more than the trustling on the Itta Bena branch of the Ga. Pac. road per mile?

A. 10% more, as a gross estimate; yes. That does not include the iron bridges.

Q. 154. Tell us what it was actually worth per cubic yard to do the work in the construction of the L., N. O. & T. road, taken as a whole, from the Tennessee to the Louisiana line.

A. I think we made an estimate there of, maybe, 15, 18, and 20 cents on their work.

Q. 155. What was that work really worth?

Counsel for defense objects to question and answer because the proper basis, showing the capacity of witness to answer it, has not been laid, and because the answer would be a mere opinion of the witness, and because it is incompetent and irrelevant.

A. Road-bed measurement, it would be worth 16 cents a cubic yard.

Q. 156. What do you mean by road-bed measurement?

A. Every yard you handle you are paid for. In cuts you get 20 cents.

Q. 157. Under the contracts you had with the L., N. O. & T. road, did you get the road-bed measurement, or how was the estimate made?

A. For all excavated material we were required to haul into embankments 500 ft. off free—for one price, at least. Where there were no fills in 500 ft. of cuts, you were paid straight so much per cubic yard.

Q. 158. Then, making the estimates according to the method adopted by the L., N. O. & T. Co. in the construction of that road, what was it worth per cubic yard?

A. I take the price from 20 to 22 cents with 500-ft. haul free and 15 to 16 cents for embankment would be about right.

Q. 159. Taking the whole trestle-work from the Tennessee line to the Louisiana line, please give an answer stating what it was worth to build these trestles, giving the value of the lumber per 1,000 and the value of the piles per lineal foot—piles under the trestles.

A. You mean board measure for the lumber?

Q. 160. Yes, sir.

A. The only basis I have is the prices they paid me, $35.00 a thousand foot, board measure, for superstructure and 35 cents per lineal foot for piles driven.

Q. 161. Was the cost of the earthwork upon the L., N. O. & T. road per cubic yard greater or less than the cost of the earthwork upon the Ga. Pac.?

A. You mean per cubic yard?

Q. 162. Yes, sir.

A. On the Itta Bena extension?

Q. 163. Yes, sir.

A. I got 15 cents there. I would suppose the prices were
525 5 to 10 per cent. in excess of prices paid by the Ga. Pac. on earthwork, taking it as a whole.

Q. 164. Since the Riverside division was constructed do the trains run continuously on the Riverside division from Coahoma station to Riverside junction, or are there two or mors sets of trains running that distance?

A. They have a through service from Coahoma to Rolling Fork on the Riverside division.

Q. 165. Where is Rolling Fork?

A. At the junction on the south end of the Riverside division.

Q. 166. Is not from Rolling Fork to Coahoma the full length of what is known as the Riverside division of the Y. & M. V.?

A. Yes, sir.

Q. 167. You say that they run through trains from Coahoma, one end of this Riverside division, to Rolling Fork, the other end of the Riverside division; does that statement apply to passenger or freight trains, or both?

A. Both.

Q. 168. State whether or not there is a seperate train from Leland to Huntington.

A. My recollection is that they run a train from Greenville to Leland and from Leland to Greenville, and that they run a train from Greenville to Huntington, I am not so sure.

Q. 169. How long have these trains been running, as you have

stated in your last two answers—that is, from Coahoma to Rolling Fork on the Riverside division, and from Greenville to Leland, and from Leland back to Greenville? How long have the trains been running that way?

A. Ever since the construction of the road, I think.

Q. 170. Do the trains run from Helena, on the Helena branch, to Eagle's Nest, or is there a seperate train each way from Lula?

A. In my testimony before I posted myself from their folders; that is where I got my information. I do not remember just what my answer to those questions was.

Q. 171. State from your experience as a railway contractor what was the most expensive railway grading, per mile, that you ever saw—that is, per cubic yard for the material moved.

A. On the rock-work in the vicinity of Birmingham, on the Kansas City road, they paid 80 cents per cubic yard for solid rock; 40 cents for loose rock; 20 cents per cubic yard for earthwork, and approximately the same price on the Ga. Pac.

Q. 172. How did that solid rock have to be taken out?

A. Blasted out and hauled out on carts.

Q. 173. State whether or not there was any rock-work in the construction of the L., N. O. & T. from Memphis to New Orleans.

A. There was no rock-work; cemented gravel in some places.

Q. 174. This rock-work which you have spoken of above which cost 80 cents per cubic yard, was the quantity taken from the large cuts there more or less than from the largest cuts on the L., N. O. & T. road?

A. With one exception they were in excess of the large cuts.

Q. 175. Where was the largest cut on the L., N. O. & T. road?

A. They call it Big divide—about 14 miles below Vicksburg. Sage and Hamilton did that work.

Q. 176. Do you think the $25,000.00 extra for this estimate is large or small?

A. Liberal.

Q. 177. Is not the $32,000.00 for the Vicksburg tunnel the amount actually given by the L., N. O. & T. Co. in its reports of what that cost?

A. My recollection is that I took that amount from their statements. (Which statements are filed with the deposition of Mr. Wilson.)

Q. 178. State your place of residence when you are at home.

A. West Point, Mississippi.

Q. 179. How long have you resided there?

A. Between 28 and 30 years.

Cross-examination:

Q. 180. In your examination-in-chief you stated that the
526 line of railway constructed by the L., N. O. & T. R'y Co. was not constructed so as to be above high-water mark; state now, please, how much of the line of that road was dependent on the levees at the time of its construction and how much is dependent now for protection from overflows.

A. I would suppose that all the line from one mile below Lakeview, with the exception, maybe, of 4 or 5 miles in there just below Lakeview to Yazoo river, would be dependent upon the levees.

Q. 181. What would have been the effect upon the line of said railway at the time it was constructed had one or more crevasses occurred in the levee at points between Lakeview and the Yazoo river?

A. I would suppose from a single crevasse, where the road would be near it, it would probably wash away the embankment for half a mile.

Q. 182. Do you know whether a number of crevasses occurred in the line of levee between Lakeview and the Yazoo river during the construction of said railway in the year 1882?

A. I do not.

Q. 183. Do you know whether there were a number of crevasses in the line of levee above mentioned in the year 1890?

A. I do not.

Q. 184. What would be the effect upon the present line of that railway if from one to twenty crevasses were to occur in the spring, when the Mississippi river was flood tide?

A. I suppose each crevasse would proportionately damage the line as to locality to the river, etc.

Q. 185. Is it not a fact that the line of railway constructed by the L., N. O. & T. R'y Co. is below high-water mark and dependent for protection on levees solely, and a large part of its embankment would be washed away in the event of crevasses occurring in the line of levee protecting it?

A. I think it would.

Q. 186. With what company was your contract for constructing that work which you say you did on the Greenville loop?

A. Dunnavon & Kelly.

Q. 187. With what railway company, if any, was their contract for the construction of said work, if you know?

A. With the construction company that was constructing the main line—Huntington & Wilson.

Q. 188. How did the work constructed by you on the Itta Bena branch of the Ga. Pac. railway compare with the work on the main line of the L., N. O. & T. from Shaw to Leland, from a point just north of the Yazoo river, and from a point just north of Coahoma station and between Wilcziuski and Greenville?

A. To approximate the work between Wilcziuski and Greenville—we did that work, in fact—I do not know if the high yardage on the Ga. Pac. was not greater on the road from Wilcziuski to Greenville.

Q. 189. How as to Shaw and Leland?

A. The yardage would be greater between Shaw and Leland on the Valley line by possibly 10 to 15 %. North of the Yazoo river the embankment is high. I suppose that it is about the heaviest embankment they have got. I think it would be in excess of maybe 5 to 10 % of the Itta Bena branch. I mean the L., N. O. & T. above Coahoma.

Q. 190. When the line of the L., N. O. & T. was constructed, was

that portion immediately north of the Yazoo river, immediately north of Elizabeth, and immediately north of Coahoma constructed with earth trestling?

A. In some places they were constructed—well, they have filled up some of those trestles.

Q. 191. State what part was constructed of earth and what part constructed of bridges or trestles.

A. I do not believe I could answer you definitely. Changes are taking place there, bridging and putting in embankment and making different changes which railways very frequently do.

Q. 192. How were the approaches to the bridges over the Big Black, Big and Little Bayou Pierre originally constructed; on bridging, trestling, or earth?

A. To the best of my recollection constructed on bridging.

527 Q. 193. How is it constructed now at the points last named?

A. My recollection is that it is largely filled in with earth as the bridges begin to decay, and instead of putting in more bridges they have put in earth.

Q. 194. In speaking of the construction of trestling, as you have done in your examination-in-chief, were you speaking of it as it now exists or when it was first put in?

A. My estimates were made upon the basis of the construction line when first constructed.

Q. 195. In your examination-in-chief you were asked as to cost of cross-ties. Is there any uniform or regular price for cross-ties?

A. There was in those days a very uniform price for ties, and there is yet to some extent.

Q. 196. Does not the cost of cross-ties vary as to quality and character of timber used for making same, location of timber, and length of haul?

A. In those days the prices for cross-ties were very uniform, and there was not so much regard paid to the quality of timber. More recently they make the difference in favor of cypress ties.

Q. 197. What is the difference in the cost of standard cypress tie delivered on dump and standard oak tie delivered at same point?

A. I think the Valley road in the last year—that is, the Y. & M. V. road in the last year—have made a demand on their contractors for cypress ties entirely. They find them more preferable. In the uplands they prefer the oak tie, from the fact that the spikes adhere more to the oak, and in curves *tay* are much safer tie to use.

Q. 198. What was the relative value of the two ties just mentioned at the time of the construction of the L., N. O. & T. road?

A. No special value placed upon ties than, I think, above the oak tie; no special demand made for them.

Q. 199. Do you mean, then, to say at the time of the construction of this line that oak and cypress ties brought the same?

A. If the distance was the *me* that they had to be hauled, everything being equal, because there was an excess of cypress timber in many places and it was easier to get out.

Q. 200. In your examination-in-chief what, in your judgment,

the L., N. O. & T. railway cost per mile for construction, is your estimate based on actual cost of construction or what you now believe said line of road should have cost? Please speak from your own knowledge.

A. I bases my calculation on my experience of years in that business—on the basis of prices given me for the different features of the work and upon basis of prices I got for similar work.

Q. 201. You have given in your examination-in-chief what you term a completed railroad; from that statement water tanks, coal chutes, and ballast are omitted. Would you regard a line of railway as complete in construction that had neither water tanks, coal chutes, or its track ballasted?

A. They cannot get along without water tanks. In those days they used wood instead of coal—in the first days of the L., N. O. & T. As to a completed road-bed, there seems to be no limit of demands on a road-bed to make it just what you want it. Some roads go to the expense of bringing in ballast from a distance of various kinds—rock and gravel.

Q. 202. In your examination-in-chief you defined a completed road, and omitted from it the items of water tanks, coal chutes, and ballast; what I want to know is if you, as a railway contractor, regard any line of railway complete which had neither water tanks, coal chutes, or its line of track ballasted.

A. I would consider it complete without regard to ballast. It is not complete without coal chutes and water tanks.

Q. 203. In your direct examination some question was asked about the distance from Port Gibson to the Louisiana line; as a fact, while that distance is given by you, was it not furnished to you by Judge Critz?

A. No, sir; I got it from the folder.

Q. 204. On the occasion of the taking of this deposition here today?

A. I do not remember whether he did or not.

Q. 205. Do you know of your own knowledge the mileage distance from Port Gibson to the Louisiana line?

528 A. I did not in the absence of the folder.

Q. 206. You did not have that folder before you on this occasion, did you?

A. No, sir. I think I referred to a guide I have at home this morning, which gave me some information about it.

Q. 207. Did I understand you to say that you saw none of the engineers' estimates upon the work you did upon the L., N. O. & T. road, or rather on the Greenville loop, excepting the bridge-work?

A. No; I was furnished a copy of all my embankment work by the engineer in charge of the work. It is the custom to give contractors a duplicate of the estimate sent in to headquarters, and on final estimate it is the custom of the engineer in charge to give you the total.

Q. 208. What engineer was it who gave you that copy?

A. Man by the name of Meador, who had charge of the work at the time.

Q. 209. Are you a professional civil engineer?

A. No, sir.

Q. 209. What you know about these estimates is from facts obtained by you as a practical builder of levee and railroad embankments?

A. Yes, sir.

Q. 210. You do not claim to know, as a matter of fact, what the company's actual estimates were on all this work done?

A. No, sir.

Q. —. And you do not claim to know what was actually paid by the builders for work done in building the railway?

A. My estimates are just based on my own practical experience in railway construction.

Q. 212. Outside of your knowledge of what you received for work you did on the line yourself, as described in your testimony-in-chief, all the remainder of your testimony in that part is an estimate?

A. Yes; approximate estimate from the comparison of work done similar.

Q. 213. Your spoke in your testimony-in-chief of having done a good deal of work for the Ga. Pac. Was not that work done on the Ga. Pac. done for the branch of the road that runs from the main line up the bottom?

A. Yes, sir.

Q. 214. That branch was constructed and your work done on it after the main line of the Ga. Pac. was built?

A. Yes, sir.

Q. 215. Was not the main line of the Ga. Pac. built and put into operation after the main line of the L., N. O. & T. road was built and put into operation?

A. Yes, sir.

Q. 216. In your examination-in-chief you have given certain estimates in respect to the probable cost of the line of the L., N. O. & T. railway. Please state how much time you have devoted to making actual examination of the line of the L., N. O. & T. in order to furnish these estimates.

A. I have not spent a day with that in view. I just got it from having travelled over it repeatedly and from being in that business and from having constructed part of it also.

Q. 217. State when you first made these estimates that you have given in your examination.

A. Before I left camp I was at work on it to some extent in a casual way. I did not make any memorandums, I believe, regarding what had occurred. I commenced to make my memorandum up here, and began to try to get up data of my estimates I had received for work down there.

Q. 218. Have you made any written calculations or estimates other than that set forth in Exhibit No. One to your deposition in this case?

A. Only in a general way; only just for the purpose of arriving at the calculations I made. I took some of the information as to

bridges from your yearly pamphlets, I believe, and I took your prices for the tunnel.

Q. 219. You made no detailed mathematical calculations about it, did you?

A. I could not arrive at any conclusion at all without making some calculations. I suppose you understand a man could not calculate the cost of ties, bridging, and things of that sort without making some figures. He would be in a poor condition to
529 answer those questions if he hadn't made some calculations.

Q. 220. How many hours' work in making those calculations did you devote for this purpose?

A. I have not made any memorandum of the hours I have devoted to it. I suppose I have in the last 12 or 14 years devoted a good many hours to making these calculations.

Q. 221. How many hours' work did you devote to making the calculations which appear as your testimony—as Exhibit No. 1 to your depositions?

A. I could not answer.

Q. 222. A month?

A. No, sir.

Q. 223. Did you devote a week?

A. I do not reckon I did.

Q. 224. Is it not a fact, Mr. Gibson, that you devoted much less than that?

A. I do not know but what I have spent a couple of days over it.

Q. 225. The whole of two days?

A. No; I guess not. Not like you go into a business transaction and set right down to it for 10 or 12 hours.

Q. 226. Is it not a fact, Mr. Gibson, that Exhibit No. 1 pretty nearly shows about the sum of figuring you did do on it?

A. No, sir; I have dine a great deal of construction and that makes a man very familiar with these things. It is part of railway contractors' business; ought to be right in his mind continually.

Q. 227. I understand your testimony is that you probably devoted a couple of days to making these estimates?

A. I suppose, maybe, about that in this special case.

Q. 228. Where was that done?

A. A good deal of my figuring was done at my camp.

Q. 229. But about those two days?

A. Part in Jackson and part in camp and part at West Point.

Q. 230. In camp where and when?

A. Before I went to Jackson, at Myersville. I had second summons sent for me, and, in fact, some time before that Judge Beckett notified me and said he was going to have me summoned before the commission, and I tried to get away from them, I must admit. The first time they summoned me to Jackson I dodged them and got away, but I felt I could not afford afterwards to. I believe they sent for me down there. I did not want to go at all. The officer came after me, though, and I had to go, but I believe if I could hace escaped it I would have got loose again; had to go, though.

Q. 231. I understand, then, that this figuring of which you speak was done about the time when you were summoned before the railway commission at Jackson, on the first Monday of February of this year, to give your deposition in a proceeding before them? Was not that the time?

A. I was busy trying to get what information I could, I suppose, for two months before I was summoned to Jackson, gathering what information I could from the basis of my own work and from estimates I had here filed away of work I did for them and work I did for the Ga. Pac. I came home and spent some little time to run over the matter and familiarize myself with it. There was not much figuring done at Jackson; was no necessity for it at all, except the information I got from your pamphlets. I found that necessary because I was not familiar with what the road claimed the paid for the tunnel. I knew there was a judgment for $24,000.00, but I believe I got from the pamphlets $32,000.00, and my recollection is I took my information from your pamphlet in regard to the other bridging you made reference to there.

Q. 232. What I want to get at, this Exhibit No. 1 is not the result of any elaborate calculation such as engineers make, is it?

A. I guess it is. The steel rail cost about the same, and the variation in the price of ties is not great, and the variation in the price of bridging runs about the same in those days, and the prices of yardage, why even the commonest laborer on the road is familiar with it.

Q. 233. How about the quantity?

A. You can take the commonest fellow with a shovel and he can tell you to a fractional part of a yard what is in every 100 ft. of embankment you have got.

530 Q. 234. Without having the road before them?

A. No; not without having the cross-section notes before him.

Q. 235. Did you have the cross-section notes before you?

A. I did not, except for the work I did myself. They always furnish us those to work by.

Redirect examination:

Q. 236. In your cross-examination you have stated that the road would not be complete without water tanks and coal chutes, and that you had not made any allowance for water tanks and coal chutes in Exhibit 1 to your deposition. Please state about what it would cost per mile to furnish the necessary coal chutes and water tanks.

A. I could not approximate the cost of water tanks and coal chutes. I am not at all familiar with the construction of coal chutes and water tanks. I did suppose when I found those things were omitted, as I suggested this morning, I believe 10 to 15% added to my approximate price would fully cover every incidental that had been overlooked, and also the $400.00 error in fish-bars.

Q. 237. You still think that?

A. I do. I do because it seems to be such a liberal estimate.

Q. 238. In your cross-examination you stated that the work you did on the Ga. Pac. was on the Itta Bena branch after the main line was completed. Did not you do a considerable portion in the construction of the main line also before any part of it was completed in Mississippi? You stated to Mr. Hays the work you did on the Ga. Pac. was on the branch after the main line was completed. Didn't you do considerable portion of the construction of the main line on the Ga. Pac. also?

A. Yes, sir.

Q. —. Who was the division engineer or engineers in charge of the construction of the L., N. O. & T.?

A. Major J. M. Edwards was considered the chief.

Q. 240. Who were the division engineers in charge under Maj. Edwards?

A. R. H. Elliott was one of them; Capt. Jno. Grant and Maj. Gloster; I am not sure. I do not know who the others were. They had, of course, subordinates under them.

Q. 241. Is it not a fact that R. H. Elliott was the division engineer from Memphis down to Port Gibson?

A. Yes, sir; I think he seemed to be assistant chief. I will not say positively. I went to him in regard to some estimates I had, and he told me if the parties did not treat me properly he would see that I got copies.

Q. 242. Was not all the balance of the railway in Mississippi from Port Gibson down to the Louisiana line under said Jno. Grant?

A. Yes, sir.

Q. 243. Where does R. H. Elliott now live?

A. In Birmingham.

Q. 244. Where does Jno. Grant now live?

A. I think in Atlanta, Ga.

X ex. omitted.

531 EXHIBIT 1 TO GIBSON'S DEPOSITION.

20 miles, at 40,000 yds. per mile,			800,000, at 20 cts..		$160,000
10 " " 10,000 " " "			100,000, " " ..		20,000
391 " " 10,000 " " "			3,910,000, " " ..		664,700
421	Total cost, earthwork				$778,230

Cross-ties.

421 miles, at 3,000 per mile, 1,263,000, at 35 cts.....	$442,050
" " tres-ling, average per mile, $1,000	421,000
" " of steel rail, 58 to the yard, 102.08 tons per mile, 42,975.68 tons, at $35.00 per ton	1,504,148.80
Bolts & fish-bars for 421 miles, at $50.00 per mile....	21,050.00
Laying track, 421 " " 350 " "	147,350.00
90 depots in 421 " " 700 " "	63,000.00
Big Black bridge.....	55,000.00

Yazoo bridge	100,000.00
Vicksburg tunnel	32,000.00
Extra for grading Big Divide	25,000.00
40.688 miles side track, at $4,000.00	162,752.00
9,081.12 for 421 miles.	$3,818,050.80

I hereby certify that the annexed instrument of writing is a true and correct copy of the original filed in this office and designated as "Exhibit No. 6" in the case of Wirt Adams, State revenue ag't, *vs.* Y. & M. V. R. R. Co.

Witness my hand and seal of office this 23rd day of April, 1896.

THOS. C. KIMBROUGH,
Sec. R. R. Coms.

532 *Deposition of R. H. Elliott.*

R. H. ELLIOTT, a witness for the plaintiff, being duly sworn, testified as follows:

Q. What is your occupation or profession, and how long have you been engaged in that profession?

A. Civil engineer is my profession; been at it since 1867—about 29 years.

Q. What connection, if any, did you have with the construction of the Louisville, New Orleans & Texas railway from Memphis, through the Mississippi valley, to New Orleans?

A. I was the principal assistant engineer to Captain John Grant, who was chief engineer. I directed all the engineering work on the main line between Memphis and Port Gibson. I also built the branch line from Leland, on Deer creek, through Greenville, to Lake Washington; also the branch to Huntington, opposite Arkansas City; was employed from July, 1882, or the end of June, 1882, to April, 1886.

533 —. State by whom the branch from Helena to the main line and thence on to Eagles Nest was built. Was that built by the Louisville, New Orleans & Texas Railway Co. or purchased by them?

A. Purchased. It was built by Tom Lyon.

Q. When was the Riverside division built from Coahoma down to Wilczinski?

A. I do not know.

Q. You say you built from Leland to Lake Washington?

A. That is right; via Greenville.

Q. How near Hampton is Lake Washington?

A. Hampton is about the same place as Lake Washington.

Q. When was the main road built from Hampton out to the main line at Riverside junction?

A. I do not know, sir. It was done after I left.

Q. When was the road built from Memphis, Tenn., down to Port Gibson?

A. About October, 1884, as well as I recollect. The last rail was laid then, understand.

Q. When was the road built from Port Gibson down south to the Louisiana line?

A. I cannot give any date for that; same date as the other. All the work was finished about the same time.

Q. Was not the main line of the whole road from Memphis down to New Orleans in process of construction at the same time and completed about the same time?

A. Yes, sir; that was the connecting day I gave you. I think the southern end of the line was completed first, but we joined the main line on the day I gave.

Q. State, please, when you did the work mentioned by you above on the several branches designated.

A. On March 4, 1886, was completed the Lake Washington branch, to the best of my memory.

Q. Please explain what you mean by the Lake Washington branch.

A. From Leland to Lake Washington or Hampton, on Lake Washington.

Q. Now, the other branch where you did the work?

A. I am doubtful as to the date of the completion of the Huntington branch, which doubt also involves the date of completion of the Lake Washington branch; but my memory is that they were completed about the same time in 1886; it may have been 1885.

Q. I believe you said the line from Coahoma down to Wilczinski was completed after you left there?

A. After I left.

Q. State, please, how the cost of the construction of these branches compared with the cost of construction of the main line.

A. It was less than the main line.

Q. About how much less? What per cent. less?

A. I think it was about $3,000 less per mile.

Q. Who made the estimates of the work—construction work—done in the construction of railroads?

A. Profiles are sent to the general office—my office—of each division from the office of the division engineer, a division engineer controlling about fifty miles of main line. They are made up for him by the assistant engineer in charge of the party in the field, who is at that time employed in location. The estimates are also returned by the locating party, based upon the levels run upon the line. The quantities are checked over in the division engineer's office, and they are returned to my office or the office of the principal engineer and are again checked at that office. This work of estimating was done previous to the execution of any work by the contractors, as a general rule, and the work is then staked out by the engineers in accordance with these notes. The estimates are made as the work progresses for each hundred ft. of the road-bed. This estimate is returned to the division engineer, is checked at his office, returned to the office of the principal engineer and again checked. After the quantities are checked, they are approved by

the principal engineer. The estimate for the monthly work done by the contractor is approved by him, and the amount due the contractor is put on this estimate, 10 or 15 per cent. being reserved from the monthly payments until the completion and acceptance of the whole work, when the balance is paid.

534 Q. By whom were the engineers employed? Whom did they represent?

A. They were appointed by the principal engineer in charge of the work, he being authorized by the general manager of the railroad company and the chief engineer of the railroad company.

Q. Then the engineers in the construction represented the L., N. O. & T. R'y Co.?

A. Yes, sir.

Q. Who had actual charge of all work from Port Gibson up to Memphis, including the branches built? I mean what engineer.

A. Myself.

Q. What duty did your position impose upon you as to the estimates of the land work and the quantity of work done on the part of the road and the cost?

A. I decided all questions of location, grade, and in some instances prices, and was responsible for the accuracy of the work and the carrying out of the specifications by the contractors.

Q. Who passed upon and decided the quantity of the work done and the cost on that part of the road?

A. The cost was decided and the acceptance of the bid of each contractor by the general manager of the road, James M. Edwards, in most instances, and Capt. Jno. Grant; in some instances by myself. The quantities were determined in my office.

Q. Then did you have a knowledge of the quantities of woodwork and earthwork of all that part of the road and the branches of the road that were built under your supervision?

A. I did have a knowledge of it and some memory of it now. The work also included cost of track and iron bridging.

Q. What engineer had the supervision of the laying of the track on that part of the road that was under your supervision? Was that also under your care?

A. The laying of the track was superintended by many engineers. I do not recall the names except in the Huntington branch and the Lake Washington branch. In these cases the division engineer was B. B. Gordon.

Q. Who had the general supervision of the laying of the track from Memphis down to Port Gibson and the branches that were superintended by you?

A. I had the general supervision of the whole work, and was constantly on it; passed upon the acceptance of all the track between the points named.

Q. Please state as nearly as you can what was the cost of the construction of said railway from the Mississippi and Tennessee line near Memphis down to Port Gibson. I mean the main line, including the grubbing, clearing, all the earthwork, trestles, bridges, cross ties, spikes, fish-bars, rails, water tanks, depots, and everything

ready for the cars or rolling stock, but not including the cars, engines, or rolling stock.

A. I have no knowledge of the cost of depots and water tanks. The cost of the line completed was about $13,000.00 a mile, to the best of my memory. It is, however, many years since I have seen my notes connected with the work.

Q. Does this estimate of $13,000.00 per mile for the main line from the Tennessee and Mississippi line down to Port Gibson include or exclude the side tracks?

A. Includes the side tracks, but not all of them nor to their full extent, as many were added afterwards and extended and some extended. This work continued after the road was turned over into the hands of the running department.

Q. By "depots" you simply mean the depot houses, do you not?

A. Yes, sir; and the lands on which they are located.

Q. Is the cost of the right of way included in the $13,000.00 per mile?

A. Yes, sir.

Q. State how many miles there are or were from Port Gibson south to the Louisiana line.

A. I do not recollect.

Q. State what is the distance along the L., N. O. & T. road, main line, from Memphis, Tenn., to Vicksburg.

535 A. 219 miles.

Q. Now give, as near as you can, how far it is from Vicksburg, along the main line, to Port Gibson.

A. My impression is that it is about 29 miles—in that neighborhood.

Q. Give as near as you can the distance from where the L., N. O. & T. R'y main line crosses the Tennessee and Mississippi line to the city of Memphis.

A. Do not recollect. That was about four miles; possibly, five.

Q. Was the cost of building that part of the railway in Tennessee greater or less than the average cost from the Tennessee and Mississippi line to Port Gibson?

A. Greater.

Q. Do you mean the construction work in Tennessee was greater in proportion than in Mississippi?

A. Yes, sir.

Q. State, if you know, about what was the cost of the terminals of the road in Memphis.

A. Have no knowledge of the cost of the terminals in Memphis.

Q. State, if you please, how many feet or how many miles of trestling were included in the main line of the road from Port Gibson to the Tennessee line.

A. Do not remember; can give you an estimate of the cost of trestling from Vicksburg to Memphis—$402,500, about. That does not include iron bridging or foundation for iron bridging. There was a small amount of trestling done by the contractors other than those who received this specified amount, but the amount paid them was small. I do not recollect it.

Q. State as near as you can or estimate the additional cost that was paid to those other trestle-builders.

A. I think it was about $20,000.00, but I did not control this payment, and it is not impressed upon my memory.

Q. Were not the payments for all this other work made through you or through your recommendations? I do not mean the $20,000. I mean the other.

A. Yes; all the $402,500 was paid by my approval.

Q. Under whose approval were all the payments made for the earthwork and laying of the track and other construction work that was done under your supervision?

A. All paid under my order with the exception of some track that was laid by company forces. The company forces were under the control of the general manager of the road, and was time payment for day work, and required no estimate.

Q. State whether the proportion of trestling per mile from Vicksburg to Tennessee line was greater or less than that portion of the track in Tennessee.

A. Yes; it was greater in Mississippi than it was in Tennessee. The difference was slight, however.

Q. Was there more or less trestling between Vicksburg and Port Gibson in proportion than there was from Vicksburg to Memphis?

A. No; I would say it was about the same.

Q. State approximately, as near as you can, what it cost to construct said railway from Port Gibson south to the Louisiana line as an average per mile.

A. Do not know.

Q. State, if you can, whether the cost of the construction of the railway from Port Gibson down south to the Louisiana line was greater or less than that part which was under your control.

A. Much greater south of Port Gibson than north the average per mile.

Q. State, if you can, about what the difference was.

A. Cannot recall it; have no estimates on it; made no estimates on it.

Q. State about what the average cost of trestling was per lineal foot.

A. To the best of my memory, about $3.50 to the running foot—average.

Q. What was about the average amount of trestling per mile?

A. My memory is that the average trestling per mile was about 450 feet. This average per mile, at $3.50 per lineal foot, will not make $400,000 from Memphis to Vicksburg, but in
536 the four hundred and odd thousand dollars is included extra bills and many other pieces of work other than the direct main-line trestling—just what I do not recall. A great deal of the timber was gotten out during the overflow, but not sufficient to build the trestles in dry season. My impression is that extra amounts were allowed for hauling on the timber in the dry season at several points along the line where it was necessary to push the work.

Q. State, please, what it cost per lineal foot for the piling that was used.

A. Do not recall it.

Q. Do you remember what was paid for the lumber?

A. No, sir.

Q. State, please, what it cost per cubic yard to do the earthwork upon an average.

A. My impression is that it varied from 12½ to 20 cents; small amoun-s being at the lower price.

Q. State whether you were paid for each yard of dirt in the cuts and also each yard in the fills, or did you require the material from the cuts to be carried into the fills and pay for it but once.

A. Well, the whole work was embankment; therefore paid by yardage in the bank. There were no cuts for 200 miles between Memphis and Vicksburg. On the balance of the work where there were cuts we paid sometimes what is called "road-bed measurement"—that is, both cuts and fills being paid for in some instances with a haulage limit with cart-work; in other instances we put the train on and paid for haulage by train.

Q. As a general rule, did you not require the contractor to haul the dirt taken from the cuts as much as 500 feet, if necessary, to go into a fill?

A. To the best of my memory, we had 500 feet free haul on regular cut-work, and earthwork done in this way comes in cost to about the price usually paid for road-bed measurement.

Q. State if there were any washouts along the line of said railway or the branches under your charge during the time of construction. If so, where were the washouts?

A. A great many washouts occurred in 1883 and 1884. The Mississippi river overflowed the bottom lands and, to a great extent, this railroad. In 1883 the road was incomplete; fresh earth removed; many trestles were but half completed; therefore the earthwork was badly washed and many trestles were moved from position. The cost of this repair work fell upon the railroad company. In 1884 the overflow was extensive; lifted a great deal of track from the road-bed; washed it in a great many places. The trestles were better prepared and were not greatly damaged. This repair work also fell upon the railroad company.

Q. Was there any damage done after that by water—before you quit the service of the road?

A. Local freshets in the hills caused many washouts along the line south of Vicksburg. I do not recall the year, but during my connection with the road Bayou Pierre bridge was swept.

Q. State about how much it cost to repair these washouts.

A. Do not recall; generally repaired by company forces on time work, in most cases pay-rolls, and therefore no estimates. Sometimes contractors did it. We paid them extra for it.

Q. Is the extra cost of repairing these washouts included in your estimate of $13,000 per mile for construction from Memphis down to Port Gibson?

A. No, sir.

Q. Were there any crevasses on the Mississippi levees during the construction of said railway, while you were there in charge of that work?

A. My recollection is that the crevasses that caused the overflow of the line in 1883 and 1884 were caused by the very heavy overflow of the river in 1882, and that the levees were never entirely completed until about 1885. I recall one break which I did not see, but for which I had to prepare the Sunflower bridge before its completion, but I do not recall the year in which it occurred, as
537 the iron bridges were not completed at the time of the joining up of the road in October, 1884, but were completed after the road was in fairly running order.

Q. Was there any crevasse on the Mississippi levee during the time that you were engaged there in the construction of that road, which crevasse cut the road-bed?

A. I recollect the road-bed being cut in many places by the water coming from the Mississippi overflow, and my impression is that some of it was caused by breaks in the levees that occurred at the time the water came in; others were caused by water from old crevasses.

Q. What I mean is, were there any crevasses during the time you were there engaged in the construction of that railroad along beside the railroad track, the water from which crevasses come across and cut the railroad bed in two?

A. To the best of my memory there were.

Q. Is it not a fact that the main line of the road was built far enough back from the river for the water from these crevasses to spread out over the bottom before it reached the railroad track?

A. Yes, sir; in most places. In some portions of the line just below Memphis a break in the levee will immediately cut the railroad line. I remember its being cut right above Clarksdale. Except a few miles just below Memphis, where the railroad in the Yazoo delta is located behind the levee, the water will have to spread over the country for several miles before it reaches the railroad.

Q. How many *yerad*- per mile, earthwork, was there upon the road from Memphis down to Port Gibson in the construction of the main line of this road? Approximate it as near as you can.

A. I think it averaged about 15,000 yards to the mile, but the variation was so great that I cannot state definitely. It ran as low as 10,000 for many miles together. On the hill work I think it possible some miles contained 40,000 yards.

Q. State what proportion of the right of way had to be cleared and what did it cost per acre to clear the right of way.

A. I do not recall the percentage of cleared land to timber land. The best of my memory is that the cost of right of way, clear, was $25 per acre, as a rule. In some special instances they have been higher.

Q. Was not all the trestle-work constructed from timber obtained from the woods and mills along the line of the railway?

A. No, sir; very little of it.

Q. Where did you get the piling?

A. We tried to enforce the use of cypress piling, which necessitated going quite a distance to get the timber and floating it in the river and carrying it along the line. We did not succeed in having cypress used in all the trestles, having, in many instances, to use white oak cut in the neighborhood of the work; but the trestles built with white oak were not a large percentage of the total.

Q. Was any lumber hauled from a distance and put into the construction of the trestles?

A. Great part of the lumber was brought from long distances. Some of it, not a large portion, was cut by mills in the neighborhood of the line.

Q. What did it cost per mile to lay the track?

A. $450 a mile, I believe, was the contract price, but this does not represent the cost of track-laying to the railroad company, and an additional $100 or $200 is allowed for the cost of repairing the track after it comes out of the contractor's hands. If the road-bed is ballasted, the additional cost will vary from $1,200 to $1,800 a mile, or even $2,500, depending upon the source of supply of ballast and the amount that goes under the track. On this ballast question I have no estimate; had nothing to do with the work, it being done after the road was turned over to the running department, as it was necessary to complete the track to allow the stuff to be hauled in from the gravel pits and the high ground. It is also necessary to remember that ballast cannot go immediately on buck-shot soil. It is necessary to cover the buck-shot partly with fine sand, silt, or mold of some kind. The ballast sinks into the buck-shot soil and its usefulness is destroyed. I know that in
538 portions of the road this gravel ballast was put under the track without the necessary support of silt underneath, and a large portion of it was lost. This method of work was corrected afterwards and the work properly done.

Q. How many cross-ties did it take per mile?

A. 2,640; do not think it runs any more than that.

Q. What kind of rail was used upon the track—what weight?

A. 56 pounds, I believe; 50 and 56. I believe the first we used was 50.

Q. What did that cost per ton?

A. Do not know; did not have anything to do with the purchase of the rails. I only knew the general market price at the time. I do not recollect now exactly what it was.

Q. State what rivers were bridged from the Tennessee line on this railway down to the Louisiana line.

A. Do you mean iron bridges?

Q. Yes, sir.

A. Yazoo pass; of this I am certain; Sunflower river, Hushpuckana river; Georgia Pacific narrow guage was spanned by building an iron girder: Rolling Fork river was spanned by building an iron girder; Yazoo river was spanned by a very long and costly bridge; Big Black was spanned, Bayou Pierre was spanned, Homochitto was spanned. There are two or three streams that I

believe were also spanned, neither of them constructed by myself. One of them was Bogue Phalia, completed after I left the road, and I think a stream south of Port Gibson, the name of which I do not recall.

Q. Please give the cost of each of these iron bridges.

A. In regard to cost, I can only recollect definitely the cost of the Yazoo River bridge, which was $226,000. The balance of the bridge-work, including Homochitto and the bridge over a stream the name of which I do not recall, amount to about 1,250 to 1,300 lineal feet. The cost with foundations was about $100 per foot, making a total of $125,000 to $130,000.

Q. State what tunnels were made along the line of this railway in Mississippi and the cost thereof.

A. One tunnel was constructed on the loop line, just below the town of Vicksburg. The cost of the tunnel was $122,500, as I recollect. This loop line was built to avoid the scour on the then existing main line. I believe it has since been utilized as a portion of the main line.

Q. What time did the L., N. O. & T. R'y Co. commence to run its trains from New Orleans to Memphis and from Memphis to New Orleans?

A. I do not recollect the exact date. My impression is that it was about November or December, 1884.

Q. Was not all the ballast that was put on the road at all put on after the trains began to run thereon and was not the ballast hauled in upon the trains?

A. My memory is that most of the ballast went upon the road after it was opened, but that there was some of this work done before that date on the upper division.

Q. Were the rails used on this railway iron or steel?

A. Steel.

Q. State, if you can, about what was the cost of spikes and fish-bars per mile.

A. Do not recollect.

Q. Have you ever been over that portion of the road from Port Gibson south to New Orleans?

A. Yes, sir.

Q. When the lawsuit about the tunnel you have mentioned was ended was there not an allowance of about $32,000 in addition to what had already been paid?

A. No, sir; the $122,000, with a little interest, covered the entire cost of contract work. There was some work done by the railroad company afterward, of which I have no knowledge, as it was done by the running department.

Q. From your estimate of the cost of the road in Mississippi and the cost in Louisiana, just from inspection, which do you think cost the more per mile, the work in Louisiana or the work in Mississippi, taken altogether?

539 A. I will answer to that my memory is that the average cost was about the same.

Q. In the construction of said railway from Vicksburg to Port Gibson did you not use a portion of the track of the Ship Island R. R. and of the Grand Gulf & Port Gibson R. R.?

A. No, sir; the Ship Island railroad was a narrow-*guage* railroad. The *iron* iron on it was somewhere about 30 pounds per yard, and we could not use it for purpose of track on the main line; neither could you use but a small percentage of the grading of the narrow-*guage* road, as it was very much curved and broken in profile. To the best of my memory, the benefit we received from the Ship Island road amounted to but 16 per cent. of the cost of the Ship Island road, which, to the best of my memory, amounted to about $750,000. With regard to the Port Gibson & Grand Gulf road, we utilized about a mile and a half of its track and the bridge over Bayou Pierre for a short time. The iron and bridge, however, were replaced before the completion of the main line, the bridge having been washed away during a local flood. I will, however, state that if the bridge had not been washed away, its structure was too light for permanent use on the main line, and the intention was to replace it by a stronger structure.

Q. State what records of the construction of this L., N. O. & T. R'y were made by the engineers, if any, including everything that was written or drawn with reference to the same.

A. Estimetes from these plans for bridges, etc., were on file in the engineer's office, so far as the completed work was concerned. Many of them were in use at that time and were not filed, but were either at that office or branch offices.

Q. Were not all the estimates of the line kept in field books and filed with the chief engineer of the company?

A. That I could not answer. I was seldom in the chief engineer's office and saw very little work there. In my office work was under construction when I left on a branch line, and the final winding up of the whole matter took place after I left the company. The final records, therefore, were not made during my time. Current records of construction were kept in my office. I do not know whether they were gathered together and put in record form later.

Q. Is it not customary to put in permanent record form the estimates showing the entire work done in the construction of railroads?

A. Yes; and they, the estimates, are generally to be found in the auditor's office, with vouchers attached, but not in record form.

Q. Did not the final estimates of this work which passed through your hands show the amount of earthwork and all other work that was done upon the line or that part of the line which was under your control?

A. Yes, sir; except the extra work, which was very frequently just paid upon vouchers—day work, etc. That would pass out of my office without record, except possibly a note being kept of it, but no extended record.

Q. Were not these final estimates filed with the chief engineer of the company or with the L., N. O. & T. R'y Co.?

A. That I cannot say.

Q. What became of those final estimates when they left your office?

A. Went into the auditor's office. I cannot say that the records of the engineer's office were ever condensed; put in permanent record form.

Q. Did not the estimates passing through your office and from there turned over to the chief engineer's office show all the work in detail, showing what amount of work was done upon each end of the whole line?

A. No, sir; there was a great deal of work done by the operating department that did not pass through my office.

Q. What I mean is this: Did not the final estimates of the construction of the work which passed through your office and from your office were sent to the chief engineer's office show in detail all the construction work that was done?

A. No, sir; there was a quantity of work done by the operating department of the company outside of the engineering department. On them I would have no records, nor would it be shown in my office in any way. My impression is that the running de-
540 partment took one section of the road, and laid by time work 60 miles of track, doing it as a sort of test work upon the contractors, and also to relieve the engineering department as much as possible, as, because of sickness in the bottoms, we could not keep the ranks of the engineer's corps full at all times.

Q. Do not the records in the auditor's office show the vouchers for all the money that was paid out?

A. Yes, sir.

Q. Was any record kept of the work done by the railroad in laying of track?

A. I presume there was; must have been for the pay-rolls to be made out and passed; but they were not passed through my office.

Q. Is it not customary to have final estimates and vouchers in writing to show the exact cost of all these things?

A. Such is the general custom, but in the construction of the L., N. O. & T. R'y, because of continued sickness among the engineers in the field, it was very difficult matter to keep the record in shape.

Q. Did not the engineers in charge of the construction of said railway make out what they called "detailed estimates," showing all the earthwork and trestle-work done upon the line and showing exactly where such work was done?

A. As a rule, yes; but there were many exceptions to this rule.

Q. What were the exceptions?

A. We had at times a great deal of time work thrown on our hands, made necessary by the overflows and rapidity of the work, and in these cases the time was kept by the contractors, with such supervision as was found necessary, and returned in lump with the approval of the engineer in charge, the percentage allowed for extra work added, and passed directly into the auditor's office, and without record, as far as I know.

Q. Were not these detailed estimate sheets turned over to the general engineer's office and passed into the auditor's office?

A. They passed from my hands and I do not recall that there was a chief engineer appointed after I left, neither was I ever chief engineer of that line, but I remained for a year or two the only engineer on construction after the chief engineer had left the railroad. I left my office in running order, left the railroad and took other work, and therefore I did not prepare any record, but the estimates, as they came into the office, and all note books, as they came into the office, were filed there and were there when I left. I cannot say that the records of the chief engineer's office, of the work south of Port Gibson, ever came into my office at all; also my office was moved from Vicksburg to Memphis. The notes were put in boxes, so far as I remember, and that is the last I saw of them.

Q. You did not report to Grant at all?

A. No, sir; except verbally, and had discussions as to work and receiving directions such as he saw fit to give; but as a rule he was so busy with his work that we only met occasionally—every month or two months—for an hour, for discussion.

Q. What time did Grant leave the employ of said company?

A. I do not recollect, but I think it was in the winter of 1884 or 1885.

Q. Did you not have charge of the entire construction of said railway in Mississippi after he left up to the time you left?

A. No, sir; the work was completed and turned over to the running department. I had charge of the construction of the branches that were in progress.

Q. How many miles of hill country was included in the line of railroad that was under your charge from Memphis to Port Gibson?

A. Of the line from Vicksburg to Port Gibson, which I have stated, I believe to be about 29 miles—twenty odd miles—and ten miles above the town was hill country. Part of that ten miles was hill country and part was bottom land. About thirty-nine miles.

Q. Was not what is usually termed the big divide included in your division?

A. Yes, sir.

Q. The track from Port Gibson to the Mississippi and Louisiana line was also in broken-hill country, was it not?

541 A. Yes, sir.

Q. About like that above Vicksburg?

A. A little tougher soil.

Q. Was there more or less trestling, upon an average, below Port Gibson to the Louisiana line than there was above Port Gibson to Memphis?

A. There was less trestling below. I would like to add that you cannot judge of it now. There was more when I left the road than there is now, because it has been filled in.

Q. Was there not two or three times less trestling, upon an average, below Port Gibson as there was above?

A. Cannot say anything about the proportion; do not know.

Q. Did not the trestling cost much more per mile than the earthwork?

A. Yes, sir.

Q. Then you take into consideration the earthwork and the trestling above Port Gibson; was it not about the same, on the average, in cost that the earthwork and trestling was below Port Gibson?

A. No, *is*r; would not cost as much.

Q. Would not cost as much as above?

A. No, sir.

Cross-examination by Mr. MAYES:

Q. Major, in the opening of your testimony you spoke of having done work from the year 1882 to 1886 for the L., N. O. & T. R'y Co. in the construction of a part of its main line and some of its branches. I will ask you if that work was done by you for the L., N. O. & T. R'y Co. proper or for a construction company.

A. That I could not say.

Q. You do not remember about that?

A. Do not recall that, sir. My impression is that the name L., N. O. & T. was not selected for some time, but we worked under charters of several companies. Who were the financial backers I do not recall—that is to say, what company paid out the money.

Q. You have estimated that the road from Port Gibson northward cost about $13,000 per mile. That estimate, I understand you to say, does not include the cost of ballasting?

A. No, sir; it does not.

Q. Looking at the matter as a civil engineer and an expert, I will ask whether, in your opinion, the ballasting was necessary, or, to put it differently, whether the road could be said to be properly constructed without ballasting.

A. I would say, sir, from absolute knowledge on the subject, that you could not operate that road through the bottom lands without ballast of some form—in other words, we failed to operate it, and the ballasting was found to be necessary before we could run the passenger trains successfully in wet weather. It was not the intention at first to ballast the road. We were driven to it from the fact that we ran great danger in the buckshot section when the road became wet under the influence of rainy weather and winter.

Q. Is it not true that there are quite a number of items of expense and cost about the construction of a railroad and about the construction of this railroad which would not appear in and would not constitute a part of the engineer's preliminary estimates?

A. Yes, sir.

Q. Extras and things of that sort?

A. Yes, sir.

Q. For instance, do these estimates show the salaries and compensation paid the engineers?

A. The estimate put into the company?

Q. Yes.

A. No, sir; would not show that.

Q. Did your estimate of $13,000 per mile include that item?

A. Yes, sir.

Q. Is it not a fact that a great deal of the work that was done in your district below Vicksburg and above Port Gibson was done over the embankment of the Gulf & Ship Island railroad?

A. Yes, sir.

542 Q. And is it not true that the engineer's estimates of which you have spoken in your examination-in-chief would not show the true cost of such work as that? Is it not true that the engineer's estimate might either exceed or fall below the actual cost?

A. Yes, sir; on that section of the line.

Q. The profiles would not fully show that work?

A. No, sir.

Q. You spoke in your testimony-in-chief of the probable cost in Louisiana of building the road down there by comparison with the cost of that part of the road which was built under your superintendence in Mississippi. The comparison which you made is based upon an estimate merely, is it not?

A. Yes, sir.

Q. You have no official data before you?

A. None at all.

Q. Have not had any?

A. No, sir.

Q. As a civil engineer and an expert in these matters, what, in your opinion, would be the possibility of a man's riding over that railroad and seeing it finished and giving any reliable close approximation of the cost of its building?

A. He could make possibly a good chance estimate on the hill work. He would underestimate the bottom work or the work in the Mississippi bottom. They would deceive him. He would not be able to make a reliable estimate that way.

Q. Major, in response to a question propounded by Judge Critz about the crevasse water of the Mississippi river flowing over several miles of country and being somewhat dispersed before it struck the line of the L., N. O. &. T. as finally built, you gave an explanation, which the stenographer was excused from putting down, of the conditions under which the main line of the railroad was located back from the river, and I would like for you to repeat that as an answer to this cross-interrogatory, so that he can get it down.

A. In locating the line from Memphis to Vicksburg the question that presented itself as the most serious one was the question of avoiding the overflows of the Mississippi river through the crevasses in the levee. If the railroad had been located on what is called the river front—that is, immediately in the rear of the levee—any single crevasse in the levee could have destroyed the railroad, and would have kept the line cut until the Mississippi had returned to within its banks. A line located in the interior of the delta—that is, several miles from the levee, and therefore from the river—the water would be dispersed through the country between the

broken levee and the railroad line and would be passed under the railroad line through the various trestles, and possibly a break in the railroad line would be avoided. It was decided not to attempt the river-front location, but to seek middle ground in the Yazoo delta, following such ridges as might be found on the route, and so placing low ground between the railroad and the river in which the overflow waters would collect from any crevasses that might occur, and could hence be passed freely through the trestles and bridges over the various rivers and bayous that passed under the railroad.

Q. Do you know whether the railroad track, as constructed up to the time you left there and to the extent you were acquainted with it, was above or below the overflow line of the Mississippi river?

A. The question will need further explanation as to the conformation of the country adjacent to the river. There is a gradual slope away from the river of the surface of the country of about one foot per mile. An average overflow of the Mississippi river will top its bank about two feet, and without the presence of the levee this water would flow into the interior country along the natural slope of the country, which has been stated to be a foot per mile, of course filling the lower ground first and following the streams. It follows from this explanation that if the railroad line was six miles from the river front the railroad embankment would necessarily be eight feet high above the ground to equal the height of the water in the river—that is to say, there
543 would be six feet height of bank to compensate for the six feet of fall of the country, and there would be two additional feet to make it equal to the rise of the river above its banks. A railroad built upon this principle was evidently an impossibility at any reasonable cost, but inasmuch as the fall of the water away from the river took the slope of the land when the water is two feet above the banks of the river, it would be only two feet above the average height of the land of the interior; therefore a railroad to be two feet high six miles from the river would be equivalent to the height of the water at that point, and if openings were left in this road across the various bayous, deep swamps, and rivers this water would naturally pass through those openings and not cut the railroad bed. It was on this theory that the location was made. The question was unsettled for some time as to its success, but from several overflows and the experience therein gained it was found to answer its purpose, but not at all points. At some points the water would not be led away by the openings, would mass against the road-bed, finally overflowing it and cutting it away, and in nearly all instances where this occurred the track was floated from its position.

Q. Do you remember any occasions when you saw the railroad track overflowed?

A. Yes, sir; I saw it overflowed twice that I recall. To the best of my memory, on one occasion the overflowed track, including where it was up to the track, was 60 miles of the railroad bed, and in the other instance the overflow was over one hundred miles.

Q. Do you remember any occasion when there was a crevasse at Yazoo pass that cut away the railroad at Clarksdale?

A. Yes; I remember that. That is one of those two; that occurred on one of those occasions.

Q. Major, holding in view your knowledge of that country and the then existing conditions when that railroad was built, is it not true that the construction and maintenance of a railroad there was a very hazardous and risky piece of business?

A. In the sense of an investment of money it was regarded as an exceedingly bold location of a railroad, the future of which was entirely uncertain, and at that time failure was freely predicted.

Q. As one instance, I will get you to state about the Bonne Carre crevasse and the effect of that on the road.

A. The Bonne Carre crevasse was so located that the railroad must necessarily pass in its immediate vicinity. As it admitted the waters of the Mississippi at every annual rise, it was necessary that this crevasse should be stopped before the railroad was constructed. Several attempts had been previously made to close this crevasse, but they had failed, and it was thought at that time to be very doubtful of success.

Q. Please state where the Bonne Carre crevasse is, geographically.

A. Bonne Carre crevasse is about, as I recollect, twenty miles above New Orleans.

Q. In the State of Louisiana?

A. Yes, sir.

Q. I will ask you to state what the cost of that work on the Bonne Carre crevasse was on the occasion you speak of.

A. There was expended on the Bonne Carre crevasse at that time a little over $80,000.

Q. Do you know anything about the company or the construction company, either, having to spend money in order to preserve the road-bed while in course of construction by the reparation and strengthening of the Mississippi levees?

A. I cannot say of my own knowledge that the money was paid. I knew of a subscription being raised by the company I represented, whatever that was.

Q. You do not know the amount?

A. I do not.

Q. You know such subscriptions were made?

A. Yes, sir.

Redirect examination by Mr. CRITZ:

Q. What was Grant's name?

A. John A. Grant.

544 Q. Where is Mr. Jno. A. Grant, who you say was the chief engineer in charge of the construction of this railroad from Port Gibson to New Orleans?

A. He is a resident of Atlanta, Ga.

Q. You have stated in your cross-examination that there was

extra work done in the construction of this railway which was not included in the engineer's estimates that passed through your office. Was not an account of all this extra work kept as the work progressed, and were not the payments for the same made upon these accounts, and were not vouchers given for the money paid out?

A. Of that I cannot say from positive knowledge. I only know in general. All the accounts were paid on vouchers. All that passed through my hands was paid on vouchers.

Q. Did not some part of this extra work pass through your hands?

A. Occasionally.

Q. Was it not impossible to make any intelligent settlement for this work or work done on force account without keeping some account of it as the work was done?

A. Absolutely necessary to keep account; what we call time or force account usually.

Recross-examination by Mr. MAYES:

Q. These subscriptions of which you spoke in aid of the Mississippi levees were not included in any of the estimates of the cost of construction that you have given, were they?

A. No, sir.

Pending the reading of the deposition of R. H. Elliott the defendants interposed their objections to the questions and answers therein in the examination-in chief and in the redirect examination; which said objections are in writing and are filed among the papers in the case. The court overruled the same and the defendants excepted.

Obj. omitted.

Plaintiff here introduced assessment-rolls returned by the railroad company for the years 1886, 1887, 1888, 1889, 1890, and 1891, showing the number of miles of road in Mississippi and the miles for each county and the valuation put on it by the railroad company in each year, and the number of cars and engines owned by them and the valuation put on each of those, and the number of depots, coal chutes, and water tanks and the valuation put on t em for each year by the railroad company.

Objected to as irrelevant and immaterial, as the question in this case as ruled by the court is what the road cost and not what it is worth for the purpose of taxation or for anything else; also because the documents were not made until 1896; also because not best evidence. Objection overruled. Defendants excepts. Documents considered read.

The originals of these documents are to be used by consent and are not copied into this record.

Pending the reading of the deposition of R. T. Wilson by the defendants the plaintiff made objections in writing filed in the cause to certain questions and answers in said R. T. Wilson's deposition; which objections were sustained and said questions and answers excluded. Said objections are as follows:

Now comes the plaintiff and objects and moves the court to exclude the following questions and answers in the deposition of R. T. Wilson:

Question. Now, I will ask you to state, if you please, whether or not it was the case that in any of the years from 1884 to 1892, inclusive, during the period that you were connected with the railway company, that Louisville, New Orleans & Texas Railway Company did declare and pay to its stockholders out of the profits an annual dividend of eight per cent. upon its capital stock over and above the payment of its debts and liabilities.

Answer. It never did.

Question. Did it declare and pay a dividend of any other per cent.?

Ans. It never declared or paid a dividend of one cent during the whole period.

545 Question. I will get you to state whether or not during the period from 1884 until your connection with it terminated the profits of that railroad company enabled it to declare and pay to its stockholders an annual dividend of eight per cent. on its capital stock over and above its liabilities.

Ans. The profits never did in any one year enable us to pay eight per cent. or any other per cent.

The plaintiff then rested.

Thereupon the defendants reintroduced J. M. EDWARDS, who, being first duly sworn, testified as follows:

Q. You stated on yesterday, in your examination, that you were the superintendent of construction of that railroad constructed by the L., N. O. & T. R. R. Co., together with its branches. If you can, state to the jury what it cost to construct those roads, and make a statement of the amount expended for construction in each year seperately.

Objected to. Objection overruled. Plaintiff excepts.

A. Do you mean the cost in securities or the cost in cash to the construction Co.?

Q. What it cost in cash to the construction Co.

Witness here produced a pamphlet from which he proceede- to answer.

A. I will state to the jury that this cost gives the actual amount of cash expended after allowing credit for the net earnings of the operating department of the road, showing what the deficit was for construction, crediting all the net earnings of the property for each year from 1883 and 1884 up to the year 1892.

This statement summarizes the amount to Dec. 31st, 1884. If you want the detail by the month for each month from May, 1882, when the first voucher was given, up to December 31st, 1884, I have that also.

Q. By years will answer. Just give it by years.

The plaintiff here objected to the witness testifying concerning matters of which there is better evidence in his possession, the witness having stated that he now had the vouchers for each disbursement in the court-room.

The court ruled that he could state the general result and tender the vouchers to counsel for plaintiff.

The plaintiff excepts to this ruling of the court.

A. The total amount to December 31st, 1884, was $10,978,725.96. Credit that amount with the earnings for the year of $61,942.02 makes $10,916,783.94.

The construction amount for 1885 was $2,450,245.38. Credit that with the net earnings and interest at 6 % and charging interest on the cost at 6 % leaves the net amount that year after crediting earnings with 6 %, $2,123,807.60.

And the total amount through 1885 of $13,040,591.54.

The amount of the construction account for 1886 was $1,378,106.37. Credit that with the net earnings and interest of $518,482.28 leaves the net amount of cost of construction above earnings $859,623.49.

Making a total up to that date, after taking off the net earnings, of $13,900,215.03.

For 1887 the construction account was $1,607,555.68. Credit that with earnings and interest on the earnings of $689,732.76 and it leaves the net amount of construction above the earnings and interest $917,822.92.

Making a total up to the year 1887, $14,818,037.95.

For the year 1888 the construction work was $2,171,803.71. Credit that with net earnings and interest on the earnings of $675,456.03 and it makes the net construction account above earnings received $1,496,347.6–.

And a total up to that date of $16,314,385.63.

For the rear 1889 the construction work was $3,252,769.07. The net earnings, with interest, amounted to $1,105,832.35, leaving the net cost of construction above earnings of $2,146,936.72, and making a total to that date of $18,461,322.35.

In 1890 the cost of construction was $3,646,871.67. That is credited with earnings and interest on the net earnings of $944,926.52, leaving the net amount of construction above net earnings $2,701,945.15.

Total cost to that date $21,163,267.50.

546 The cost of construction in 1891 was $2,090,154.75. Credit that with net earnings above operating expenses, $1,251,763.25, leaving the net amount $838,391.50.

Total amount to that date $22,001,659.

And for the five months ending May 31st, 1892—that is, the time the people I represented sold their interest in the property—the construction account of that year was $844,882.94, credited with $276,599, leaving the construction cost $568,283.94.

Making the total amount to that date $22,569,942.94.

That is the cash cost, allowing interest on the construction and crediting the earnings with interest at the rate of six per cent. That is the cash cost to the Financial Improvement Company.

Q. Can you state what was the actual money paid out on the construction account without any interest on the earnings and without any interest on the outlay?

A. Not crediting the items?

Q. Just straight out cost of construction.

A. This statement that I am reading (picking up another document)——

Plaintiff makes same objection as to reading from these documents. Overruled. Plaintiff excepts.

A. This statement, I will state, was compiled by me from the books and papers of the company which were kept at the time by the Financial Improvement Company without any anticipation or reference to any matter having to be brought into court.

Q. Have you got these books and documents here to substantiate it?

A. Yes, sir.

Same objection, ruling, and exception.

A. Yes, sir; they are here in the court-room now. I will state that this statement shows only the interest charged up to 1884, when the road began its operations, and after that there was nothing charged at all, and it brings down the total $20,711,696.29 up to May 1st, 1893.

Q. That is the actual cost?

A. Yes, sir.

Q. In money?

A. Yes, sir.

Q. Take out the interest item up to 1884.

A. The interest amount up to 1884, $929,957.93.

Q. Substract that from the total cost.

A. Leaves $19,761,738.36, without allowing a cent of interest on the investment at all.

Counsel for defendants here stated that they now produce these books and vouchers referred to by Mr. Edwards in the court-room and tendered them to counsel on the other side.

Cross-examination by Mr. CRITZ:

Q. Please file the two statements from which you read in giving your testimony in your original examination on this introduction as exhibits to your deposition.

A. I do so, sir.

Statements filed and marked Exhibits 1 and 2, respectively, to the testimony of J. M. Edwards in rejoinder.

This was all the evidence in the cause.

Statements omitted.

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EXHIBIT "L."

Statement of the Net Earnings of the Louisville, New Orleans & Texas Railway Company, with Interest to May 31, 1892.

Grand Gulf & Port Gibson R. R.	$15,083.54	
Miss. Valley & Ship Island R. R.	23,632.23	
L., N. O. & T. and branches	23,226.25	
Net earnings, with interest to December 31st, 1884		$61,942.02
Interest, 6 %, one year	3,716.52	
L., N. O. & T. and branches for 1885	322,721.26	
		326,437.78
Net earnings, with interest to December 31st, 1885		388,379.80
Interest, 6 %, one year	23,302.79	
L., N. O. & T. and branches for 1886	495,180.09	
		518,482.88
Net earnings, with interest to December 31st, 1886		906,862.68
Interest, 6 %, one year	54,411.76	
L., N. O. & T. and branches for 1887	635,321.00	
		689,732.76
Net earnings, with interest to December 31st, 1887		1,596,595.44
Interest, 6 %, one year	95,795.73	
L., N. O. & T. and branches for 1888	579,660.30	
		675,456.03
Net earnings, with interest to December 31st, 1888		2,272,051.47
Interest, 6 %, one year	136,323.00	
L., N. O. & T. and branches for 1889	969,509.26	
		1,105,832.35
Net earnings, with interest to December 31st, 1889		3,377,883.82
Interest, 6 %, one year	202,673.03	
L., N. O. & T. and branches for 1890	742,253.49	
		944,926.52
Net earnings, with interest to December 31st, 1890		4,322,810.34
Interest, 6 %, one year	259,368.62	
L., N. O. & T. and branches for 1891	992,394.63	
		1,251,763.25
Net earnings, with interest to December 31st, 1891		5,574,573.59
Interest, 6%, 5 months	139,364.34	
L., N. O. & T. and branches to May 31st, 1892	137,234.66	
		276,599.00
Net earnings, with interest of the L., N. O. & T. & branches to May 31, 1892		5,851,172.59

Main line.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	5 mos. ending May 31, 1892.	Totals.
General expenses	107,596.01	18,808.12	10,370.38	32,207.95	5,465.63	2,192.37	787.67	2,950.95	168.25	180,527.33
Legal expenses	57,102.51	17,235.26	17,623.94	17,490.84	2,679.00		4,250.00			117,181.55
Engineers and expenses	286,301.07	22,651.61	5,721.46	3,212.46	8,454.36	4,266.80	11,110.07	4,067.40	1,441.52	347,226.75
Right of way and damages	191,061.88	31,121.67	16,771.48	16,427.52	7,985.02	4,418.17	43,241.40	9,398.61	5,982.00	326,407.75
Roadway	2,036,514.26	104,691.86	9,431.97	21,735.32	98,048.22	79,881.43	53,965.04	69,106.87	14,422.78	2,487,797.75
Cross-ties	638,971.13	5,362.89	3,498.45	250.75		852.41				648,935.63
Track	2,439,034.87	266,955.70	103,370.72	135,236.79	35,437.91	101,258.66	99,650.52	31,962.82	6,618.07	3,003,784.62
Bridges and trestles	875,941.68	78,573.99	2,547.47	13,100.76	38,017.08	55,780.10	30,011.57	38,934.02	4,445.20	1,137,351.87
Lumber and timber	58,929.82									58,929.82
Yazoo bridge	268,040.68	9,218.29								277,258.95
Telegraph construction	53,568.90	658.61	149.21			13,520.15	1,601.75			69,498.62
Depots and platforms	84,113.29									84,113.29
Tanks, water stations	64,821.82	13,099.37	2,249.48	3,005.96	2,261.31	4,117.13	5,255.68	2,227.59	1,036.54	96,674.88
Locomotives	296,990.53	158,656.71	4,000.00	41,330.90	1,346.50	99,920.50	96,102.40			698,347.54
Equipment	539,314.86	129,308.63	109,974.38	88,6 .0.36	53,998.14	218,919.49	119,158.77	138,472.42		1,427,757.05
Section, tool, and watch houses	41,278.40	22,000.18	610.83	3,887.43	857.22	1,507.96	1,188.82	712.24	100.93	72,144.31
Street railroad, Vicksburg	7,697.47						27,400.00			35,097.47
Terminals, New Orleans	304,833.11	60,114.91	50,823.88	53,827.17	54,969.99	26,315.63	10,140.07			561,024.76
Levees	103,697.85		3,458.33		500.00		26,703.97	4,332.70	25,000.00	163,692.85
Roadway maintenance	248,826.36									248,826.36
Car and motive dept	73,821.70									73,821.70
Rent, Ill. Cent. R. R. track	8,625.85									8,625.85
Ballast	228,639.01	125,234.24	75,389.28	82,104.70	45,930.91	60,160.45	60,792.19	97,981 60	51,014 93	827,256.31
Road crossings	22,193.68									22,193.68
Turn-tables	8,854.16	1,292.08	5,938.34	1,537.37	548.50	423.23	326.48	960.37		19,880.53
Machinery & tools for shops		1,806.86	21,959.70	5,172.24	3,086.93	71.33	4,933.71	5,088.67		42,119.44
Cattle-guards & fencing	18,396.05	7,658.69	7,708.36	27,558.74	7,245.95	9,861 09	3,373.35	2,900.33	556 29	85,168.85
Lever, hand, and push cars	9,350.67	8,130.68	286.31		5,527.26	1,690.65	216.00			25,210.57
Taxes	4,854.14									4,854 14
Car shops and sheds	1,257.42	1,235.99	3,002 56	3,483.61	742 24	2,120.27	44.10	122.44		12,008.63
New Orleans yard	33,418.59	31,005.18	43,065.62	4,254.77	11,009 70		7,096.15	5,051.87	1,546.57	136,450.45
Yazoo passenger bridge	4,200.00		1,800.00							6,000.00
Sunflower River bridge	11,200.00	4,800.00								16,000.00
Memphis yard	4,576 48	5,589.27	2.90	12,658.06	8,115.96		21,776.12	1,476.88	1,404.36	55,600.03
Baton Rouge yard	2,037.27									2,037.27
Tunnel	2,372.00	82,162.82	21,961 02	29,457.60	25,811 46					161,764.90
Hushpuckana bridge	9,996 00	4,200.00	700.00							13,496.00
Big Black River bridge	8,568.00	3,000.00	707.28							11,460.72
Homochitto bridge		6,000.00	246.14							5,753.86
Amounts forwarded	9,146,696.80	1,221,173.61	313,321.21	597,151.20	448,048.29	687,277.82	629,125.83	415,747.78	113,739.44	13,572,282.08

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Main line (cont.).	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	5 mos. ending May 31, 1892.	Totals.
Amounts bro't for'd	9,146,606.80	1,221,173.61	313,321.21	597,151.20	448,048.29	687,277.82	629,125.83	415,747.78	113,739.44	13,572,282.60
Bayou Pierre bridge		5,880.00	2,627.10							8,507.10
Insurance	5,399.15	6,616.30	101.33	23,394.46						35,511.24
Land account	62,376.81				90,704.03				3,101.00	156,181.84
Grand Gulf & Port Gibson R. R. stock	17,003.20									17,003.20
Levee tax accounts	13,431.70									13,431.70
Overflow damages	42,911.95									42,911.95
Engine-houses		531.23	1,009.14	14,417.35	10,475.41	3,756.44	2,344.82	87.34	3.50	32,527.63
Fuel stations		5,907.54	4,662.58	7,273.42	7,466.65	1,136.61	4,017.44	784.47	7.25	31,195.96
Interest	929,957.93									929,957.93
Incidentals		3,142.03	945.20		383.55					4,470.78
Machine shops		2,637.94	2,654.19	4,775.70	584.51	1,459.47				12,183.03
Stations & warehouses		95,806.50	35,779.19	19,377.27	8,315.46	11,931.51	31,263.99	11,836.08	71.22	218,877.14
Miscellaneous	7,677.98	9,271.80							4,567.34	10,940.78
Smith shops			22.50	1,197.25						1,219.75
Vicksburg yard			12,291.44	4,994.08	8,532.32					42,822.47
Grading city of Baton Rouge		8,106.06	2,246.25	1,271.42	1,572.30		3,685.18	10,799.01	3,420.44	13,316.38
Memphis Bluffs construction			10,000.00					119.55		10,000.00
Real estate, Council Bluffs			5,116.58	1,720.60						6,846.18
Wilson yard							626.14			626.14
Vicksburg shops, new							78,104.91	68,452.24	12,237.77	158,794.92
Transfer-boat					13,493.75					13,493.75
Vicksburg property					58,900.00					58,900.00
R. T. Wilson & Co.'s commission for financiering construction										
Original cost of venture, franchises, etc., with interest to Dec. 31, 1884	436,000.00									436,000.00
	515,344.67									515,344.67
Total cost, main line	11,176,899.19	1,559,076.71	390,755.71	674,681.85	648,416.27	705,562.15	749,568.31	507,826.47	137,147.96	16,349,655.62
" " Leland branch	58,890.25	289,997.97	156,449.30	6,141.23	25,037.40	125.00	7,580.34			544,401.49
" " Hampton "						104,641.57	6,551.56			111,193.13
" " Bolivar "					276,649.56	611,500.42	64,043.16			952,193.14
" " Bayou Sara "				893.78	12,906.42	379,368.03	15,098.83	6,402.62		414,674.68
" " Helena "					141,709.10	43,411.12	24,054.95	7,891.37		217,066.62
" " Clinton "			10,993.24	5,526.00		97,231.38	803.83	89.00		114,043.45
" " St., J. & C. "						101,748.36	904,584.16	18,353.22	30,747.25	1,154,432.99
" " Southport "				29,650.00	108,595.88	60,050.21	4,851.63	37,006.69	2,465.89	274,371.30
" " River lines								10,990.21		10,990.21
" " Tallahatchie						41,256.65	134,230.34	21,480.75		497,076.74
" " L., N. O. & T., of Arkansas						18,307.90	20,063.19	5,734.05	727.21	45,329.40
" " East Side div								4,137.23	579.25	4,716.48
" " West Side "								1,161.47	5,709.57	21,871.04
Total construction cost main line & branches, with interest to Dec. 31, 1884	11,235,490.44	1,649,074.68	558,218.25	707,877.86	1,213,065.71	2,163,742.84	2,362,679.39	635,150.08	186,377.13	20,711,690.29

Leland branch.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	Totals.
General expenses	33.15	13.33						46.48
Engineers and expenses	4,022.34	9,751.81		75.75				13,849.90
Right of way and damages	930.35	16,373.32	311.30	150.00	775.00		334.50	18,874.47
Roadway	26,535.49	28,128.06	700.95	272.50	11,654.59		231.50	67,523.09
Cross and switch ti	11,305.45	15,322.63						26,628.08
Track	8,260.85	67,862.00	153,054.27	3,070.80	3,147.75		6,175.31	241,570.98
Bridges and trestles	6,492.32	42,441.14	998.70	103.30	68.55			50,104.01
Roadway maintenance	516.60							516.60
Ballast		39,175.25						39,175.25
Engine-house		43.00					111.51	154.51
Fuel stations		28.80						28.80
Stations and warehouses		10,894.98	13.25	460.80	2,189.79		497.54	14,056.36
Road crossings	169.53							169.53
Cattle-guards and fencing	59.76	5,183.30	45.65	158.34	248.97		179.28	5,875.30
Section, tool, and watch houses		3,556.52		1,372.68	415.66			5,344.86
Telegraph construction		2,577.66	1,325.18	159.20				4,062.54
Turn-tables		697.67		355.60				1,053.27
Arkansas City incline	364.41	25,543.19						25,907.60
Tanks, water stations		690.50		1,221.79	31.95		50.70	1,994.94
Steamer Marion		21,714.81						21,714.81
Steamer Harold				500.00				500.00
Huntington incline				218.33				218.33
New incline				175.40				175.40
Incidentals					99.90			99.90
Levee, Longwood				2,173.26	6,405.24	525.00		4,756.98
Total cost, Leland branch	58,690.25	289,997.97	156,449.30	6,121.23	25,037.40	525.00	7,580.34	544,401.49

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551 Bolivar branch.	1888.	1889.	1890.	1891.	1892.	Totals.
Ballast	26,025.46	64,392.26	43,778.57	.....	.....	134,196.29
Cattle-guards and fencing	1,608.59	6,781.90	823.47	.....	.....	9,213.96
Cross-ties	26,950.00	47,744.65	.....	.....	.....	74,694.65
Engineers and expenses	9,975.97	18,008.16	1,473.04	.....	.....	29,457.17
Track	129,896.56	228,076.86	4,987.09	.....	.....	362,960.51
Roadway	33,786.34	96,787.75	2,112.95	.....	.....	132,687.04
General expenses	447.15	2,158.60	930.00	.....	.....	3,535.75
Use of engines	.....	5,634.00	700.00	.....	.....	6,334.00
Transportation and use of cars	4,000.00	15,974.48	.....	.....	.....	19,974.48
Right of way and damages	19,509.10	34,207.68	1,387.83	.....	.....	55,104.61
Stations and warehouses	2,362.30	23,756.66	5,948.04	.....	.....	32,067.00
Section, tool, and watch houses	622.75	7,128.79	1,040.30	.....	.....	8,791.84
Telegraph construction	1,904.26	5,248.78	777.70	.....	.....	7,930.74
Bridges and trestles	19,251.08	48,030.43	14.85	.....	.....	67,296.36
Turn-tables	174.75	131.92	.....	.....	.....	306.67
Tanks, water stations	135.25	7,437.50	69.32	.....	.....	7,642.07
Total cost, Bolivar branch	276,649.56	611,500.42	64,043.16	.....	.....	952,193.14
Hampton branch.						
Ballast	.....	7,316.42	2,278.95	.....	.....	9,595.37
Cattle-guards and fencing	.....	1,424.03	44.47	.....	.....	1,468.50
Cross-ties	.....	9,321.84	.....	.....	.....	9,321.84
Engineers and expenses	.....	1,744.08	.....	.....	.....	1,744.08
Roadway	.....	15,987.55	249.45	.....	.....	16,237.00
General expenses	.....	507.75	.....	.....	.....	507.75
Track	.....	46,478.18	1,522.89	.....	.....	48,001.07
Use of engines	.....	837.00	305.00	.....	.....	1,142.00
Transportation and use of cars	.....	3,379.78	.....	.....	.....	3,379.78
Right of way and damages	.....	5,542.40	.65	.....	.....	5,543.05
Stations and warehouses	.....	2,700.20	1,259.35	.....	.....	3,959.55
Section, tool, and watch houses	.....	573.15	86.03	.....	.....	659.18
Telegraph construction	.....	1,036.90	.....	.....	.....	1,036.90
Bridges and trestles	.....	7,458.19	804.77	.....	.....	8,262.96
Turn-tables	.....	334.10	.....	.....	.....	334.10
Total cost, Hampton branch	.....	104,641.57	6,551.56	.....	.....	111,193.13

West Feliciana, Woodville—Bayou Sara branch.	1887.	1888.	1889.	1890.	6 mos. ending June 30, 1891.	Totals.
Ballast			7,734.97	500.55		8,235.52
Bridges and trestles		997.12	48,252.96	11,226.32	5,435.73	65,912.13
Cattle-guards and fencing			2,204.04	308.98	230.02	2,743.04
Cross-ties			15,706.67			15,706.67
Engineers and expenses	798.78	6,017.06	5,757.54	187.50	3.75	12,764.63
Track			80,017.46	966.95		80,984.41
Roadway		2,255.24	64,499.84	403.60	5.40	67,164.08
General expenses		113.50	1,744.10	259.00		2,116.60
Use of engines			1,377.00			1,377.00
Transportation and use of cars			7,240.44			7,240.44
Right of way and damages	100.00	3,523.50	3,472.79			7,096.29
Stations and warehouses			7,961.00	571.98	727.72	9,260.70
Section, tool, and watch houses			4,044.85	5.65		4,050.50
Telegraph construction			2,574.00			2,574.00
Turn-tables			680.81	41.75		722.56
Tanks and water stations			1,911.41	626.55		2,537.96
Original cost, West Feliciana R. R.			124,188.15			124,188.15
Total cost, Bayou Sara branch	898.78	12,906.42	379,368.03	15,098.83	6,402.62	414,674.68
Mobile & North Western—Helena branch.						
Cattle-guards and fencing			269.65	170.46		440.11
Cross-ties			2,323.72	336.80		2,660.52
Engineers and expenses		143.05	497.47	1,043.95	188.55	1,873.02
Track			32,497.78	3,840.26	807.65	37,145.69
Roadway			3,861.91	1,925.74	1,018.60	6,806.25
General expenses			165.00	860.00		1,025.00
Use of engines			189.00	65.00		254.00
Transportation & use of cars			60.00			60.00
Right of way and damages		200.00	1,040.10	1,720.50	1,526.35	4,486.95
Bridges and trestles			2,506.49	6,827.17		9,333.66
Ballast				5,277.75	2,453.61	7,731.36
Incidentals				307.32		307.32

Mobile & North Western—Helena branch.	1887.	1888.	1889.	1890.	6 mos. ending June 30, 1891.	Totals.
Stations and warehouses				155.20		155.20
Telegraph construction				401.80		401.80
Tanks—water stations				781.11		781.11
Helena incline				341.89	1,385.61	1,727.50
Section, tool, & watch houses					53.35	53.35
Turn-tables					457.65	457.65
Original cost, Mo. & No. West'n 1sts		141,366.13				141,366.13
Total cost, Helena branch		141,709.18	43,411.12	24,054.95	7,891.37	217,066.62

Clinton and Port Hudson—Clinton branch.	1886.	1887.	1889.	1890.	June 30, 1891.	May 31, 1892.	Totals.
553 Lease	10,993.24	5,500.00					16,493.24
Cattle-guards and fencing			58.15				58.15
Cross-ties			7,225.72		89.00		7,314.72
Engineers and expenses			831.10				831.10
Roadway			8,415.86	645.36			9,061.22
General expenses			12.50				12.50
Track			32,769.07				32,769.07
Right of way and damages		26.00					26.00
Bridges and trestles			7,918.98				7,918.98
Stations and warehouses				158.47			158.47
Original cost, Clinton & P. H. R. R.			40,000.00				40,000.00
Total cost, Clinton branch	10,993.24	5,526.00	97,231.38	803.83	89.00		114,643.45

Natchez, Jackson & Columbus.	1886.	1887.	1889.	1890.	June 30, 1891.	May 31, 1892.	Totals.
Bridges & trestles			780.22		13,915.23	37,919.52	52,614.97
Cattle-guards and fencing			46.48	52.70	307.05	3.95	410.18
General expenses			15.00				15.00
Track			88,500.36	327.33	669.66	125.42	89,622.77
Right of way and damages			10,860.85		1,280.87		12,141.72
Transportation & use of cars			659.87				659.87
Turn-tables			885.58				885.58
Engine-houses				54.62			54.62
Fuel stations				36.90			36.90
Roadway				28.50	157.25	1,101.57	1,287.32
Stations and warehouses				6,291.18	1,417.35	538.69	8,247.22
Natchez yard				699.37	158.39	40.50	898.66
Engineers and expenses					76.30	12.10	88.40
Section, tool, and watch houses					350.72	5.50	356.22
Original cost, N., J. & C. road				180,000.00			180,000.00
Subject to $1,250,000.00 1st-mtge. 6%, liquidated for $800,000 L., N. O. & T. 4% gold bonds and $7,093.56 cash				807,093.56			807,093.56
Total cost, N., J. & C. branch			101,748.36	994,584.16	18,333.22	39,747.25	1,154,412.99

WIRT ADAMS, STATE REVENUE AGENT.

554 Southport branch.	1887.	1888.	1889.	1890.	1891.	Month ending Jan. 31, 1892.	Totals.
Cross-ties			37.80				37.80
Engineers and expenses			148.05				148.05
Road crossings			34.24				34.24
Stations and warehouses			50.15				50.15
Track			10,662.10	9,691.85	2,207.37	1,505.05	24,066.37
Elevator			48,819.93	420.71	23,664.75	41.09	72,946.48
Vegetable platform			151.53				151.53
Wagon road			26.25				26.25
Tank-water stations			14.16	36.71			50.87
Wharves and docks			86.00	10,987.86	11,127.57	799.45	23,000.88
Right of way and damages				1,129.50	7.00		1,136.50
Telegraph construction				20.00			20.00
Roadway							120.30
Property & terminals	20,650.00	108,366.88		23,565.00		120.30	152,581.88
Total cost, Southport branch	20,650.00	108,366.88	60,030.21	45,851.63	37,006.69	2,465.89	274,371.30

Leland, Hampton, Bolivar—River lines.					6 mos. ending June 30, 1891.		
Ballast					6,004.38		6,004.38
Bridges and trestles					792.22		792.22
Cattle-guards and fencing					942.16		942.16
Engine-houses					31.25		31.25
Roadways					860.10		860.10
Right of way and damages					256.32		256.32
Stations and warehouses					240.51		240.51
Section, tool, & watch houses					269.18		269.18
Track					466.50		466.50
Telegraph construction					227.59		227.59
Total cost, river lines					10,090.21		10,090.21

Yazoo—Tallahatchie branch.	1889.	1890.	6 mos. ending June 30, 1891.	1892.	Totals.
Engineers and expenses	6,552.87	18,073.75	1,221.65	.....	25,848.27
Roadway	19,984.36	58,032.20	115.60	.....	78,132.16
General expenses	263.85	2,027.00	500.00	.....	2,790.85
Right of way and damages	14,515.82	2,419.55	46.25	.....	16,981.62
Bridges and trestles	39.75	37,082.03	.....	.....	37,121.78
Ballast	.....	34,990.38	14,834.53	.....	49,824.91
Car shops and sheds	.....	43.01	.....	.....	43.01
Cattle-guards and fencing	.....	6,099.51	562.76	.....	6,662.27
Cross-ties	.....	39,063.55	.....	.....	39,063.55
Track	.....	186,369.00	729.55	.....	187,098.55
Incidentals	.....	103.99	.....	.....	103.99
Stations and warehouses	.....	18,025.47	674.11	.....	18,699.58
Section, tool, and watch houses	.....	4,907.40	1,626.73	.....	6,534.13
Transportation	.....	3,149.40	.....	.....	3,149.40
Telegraph construction	.....	4,434.87	.....	.....	4,434.87
Turn-tables	.....	1,044.41	.....	.....	1,044.41
Tanks, water stations	.....	2,363.57	33.81	.....	2,397.38
Minter City incline	.....	11,975.25	550.76	.....	12,526.01
Use of locomotives	.....	2,800.00	585.00	.....	3,385.00
Use of cars	.....	1,235.00	.....	.....	1,235.00
Total cost, Tallahatchie branch	41,356.65	434,239.34	21,480.75	.....	497,076.74

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L., N. O. & T. of Arkansas.			1891.	5 mos. ending May 31, 1892.	
Cattle-guards and fencing	111.50	91.05	4.35	.....	206.90
Cross-ties	918.75	.....	.....	.....	918.75
Engineers and expenses	1,543.65	837.70	402.50	.....	2,783.85
Roadway	10,691.63	.....	8.70	.....	10,700.33
General expenses	308.85	.....	.....	.....	308.85
Track	4,738.57	.....	78.44	.....	4,817.01
Right of way and damages	55.00	1,098.40	600.00	223.52	1,976.92
Stations and warehouses	.....	9,361.38	1,490.56	10.99	10,862.93
Helena yard	.....	8,339.66	3,129.25	490.97	11,959.88
Incline	.....	775.00	.....	.....	775.00
Section, tool, and watch houses	.....	.....	17.25	1.73	18.98
Total cost, L., N. O. & T. of Ark	18,367.95	20,503.19	5,731.05	727.21	45,329.40

	6 mos. ending Dec. 31, 1891.	5 mos. ending May 31, 1892.	Totals.
Ballast	1,822.54	4.05	1,826.59
Bridges and trestles	53.80	16.38	37.42
Cattle-guards and fencing	62.94	136.60	199.54
Engine-houses	60.82	60.82	
Engineers and expenses	31.75		31.75
Roadway	76.35	264.92	341.27
Machine shops	25.54	25.54	
Right of way and damages	150.00	150.00	
Stations and warehouses	789.29	282.52	1,071.81
Section, tool, and watch houses	37.55	198.36	235.91
Track	987.14	124.75	862.39
Turn-tables	72.81	16.06	56.75
Tanks, water stations	33.30	86.35	53.05
Total cost, East Side division	4,137.23	579.25	4,716.48
Helena, Bayou Sara, River, Leland, Hampton, Bolivar—West Side division.			
Ballast	107.30	777.70	885.00
Bridges and trestles	3,414.60	163.34	3,577.94
Cattle-guards and fencing	306.49	83.49	389.98
Engine-houses	30.90	62.50	93.40
Engineers and expenses	114.35		114.35
Roadway	4,515.02	3,262.68	7,770.70
Right of way and damages	138.35	1,113.55	1,251.90
Stations and warehouses	1,699.81	534.51	1,165.30
Section, tool, and watch houses	1,055.04	107.74	947.30
Track	3,509.39	795.78	4,305.17
Telegraph construction	166.24		166.24
Turn-tables	1,004.80	16.06	1,020.86
Tanks, water stations	99.18	51.18	150.36
Machine shops		25.54	25.54
Total cost, West Side division	16,161.47	5,709.57	21,871.04

Exhibit 2 to J. M. Edwards in Rejoinder.

	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	5 mos. ending May 31, 1892.	Totals.
Total cost main line	$10,920,035.71	2,160,247.41	1,210,663.83	1,574,359.67	1,607,134.27	1,794,588.38	2,035,560.68	1,962,831.14	795,653.77	24,059,074.86
" " Leland branch	58,690.25	289,997.97	156,449.30	6,121.23	25,037.40	525.00	7,580.34			544,401.49
" " Hampton						104,641.57	6,551.56			111,193.13
" " Bolivar					276,649.56	611,500.42	64,043.16			952,193.14
" " Bayou Sara				898.78	12,906.42	379,368.03	15,098.83	6,402.62		414,674.68
" " Helena			10,993.24	5,526.00	141,709.18	43,411.12	24,054.95	7,891.37		217,066.62
" " Clinton						97,231.38	803.83	89.00		114,643.45
" " N., J. & C.				20,650.00	108,366.88	101,748.36	994,584.16	18,333.22	39,747.25	1,154,412.99
" " Southport						60,030.21	45,851.63	37,006.69	2,465.89	274,371.30
" " River lines								10,090.21		10,090.21
" " Tallahatchie						41,356.65	434,239.34	21,480.75		497,076.74
" " L., N. O. & T. of Arkansas										
" " East Side division						18,367.95	20,503.19	5,731.05	727.21	45,329.40
" " West Side division								4,137.23	579.25	4,716.48
								16,161.47	5,709.57	21,871.04
Yearly construction cost, L., N. O. & T. and branches	10,978,725.96	2,450,245.38	1,378,106.37	1,607,555.68	2,171,803.71	3,252,769.07	3,646,871.67	2,090,154.75	844,882.94	28,421,115.53
Less net earnings, with interest	61,942.02	326,437.78	518,482.88	689,732.76	675,456.03	1,105,832.35	944,926.52	1,251,763.25	276,599.00	5,851,172.59
Net yearly construction cost	10,916,783.94	2,123,807.60	859,623.49	917,822.92	1,496,347.68	2,146,936.72	2,701,945.15	838,391.50	568,283.94	22,569,942.94
Total construction cost, L., N. O. & T. and branches	10,978,725.96	13,428,971.34	14,807,077.71	16,414,633.39	18,586,437.10	21,839,206.17	25,486,077.84	27,576,232.59	28,421,115.53	
Less net earnings, with interest	61,942.02	388,379.80	906,862.68	1,596,595.44	2,272,051.47	3,377,883.82	4,322,810.34	5,574,573.59	5,851,172.59	
Net total construction cost	10,916,783.94	13,040,591.54	13,900,215.03	14,818,037.95	16,314,385.63	18,461,322.35	21,163,267.50	22,001,659.00	22,569,942.94	

558 Thereupon the court, on request of the plaintiff, gave the following charges to the jury.

Said charges, having been already copied in this record, are omitted here by agreement of counsel filed herein.

The plaintiff requested the court to give the jury the following charges, numbered from 1 to 16, inclusive; which the court then and there refused to do, and the plaintiff then and there, in open court, excepted, said charges being as follows:

Said charges, having been already copied in this record, are here omitted by agreement of counsel filed herein.

Thereupon the court, at the request of the defendants, gave the jury the following charges; to the giving of which the plaintiff then and there, in open court, objected, and, his objection being overruled, he then and there, in open court, excepted. Said charges are as follows:

Said charges, having been already copied in this record, are omitted here by agreement of counsel filed herein.

Thereupon the jury having found for the plaintiff for the year 1895, and for the defendants for the years 1892, 1893, and 1894, as will more fully appear from the judgment rendered in this case, the plaintiff moved for a new trial in words and figures as follows:

Said motion, having already been copied in this record, is omitted here by agreement of counsel filed herein.

Whereupon, on August 1st, 1896, the same being a day in the regular July term of said court, the court overruled the said motion of plaintiff for a new trial, and the plaintiff the- and there, in open court, excepted to said ruling of the court, and tenders this his bill of exceptions thereto, which is signed, sealed, and ordered to be made a part of the record in said cause, together with the stenographer's transcribed notes, as a part thereof.

This September 14, 1896.

ROB'T POWELL, [SEAL.]
Judge of the 7th Circuit Court, District of Miss.

Endorsed: Filed Sept. 16, 1896. F. B. Neal, clerk, by W. J. Brown, Jr., D. C.

559 *Defendants' Bill of Exceptions.*

STATE OF MISSISSIPPI,
County of Hinds.

In the Circuit Court, First District, at the July Term, 1896.

WIRT ADAMS, State Rev. Agent, Use, &c.,
vs.
YAZOO & MISS. VALLEY RAILROAD COMPANY *et als.*, Defendants. } 2788. Consol.

Bill of exceptions for the defendants, The Yazoo & Mississippi Valley Railroad Company and The Illinois Central Railroad Company.

Be it remembered that on the 21st day of July, A. D. 1896, the same being a day of the regular July term, 1896, of said circuit court, came on to be heard the above-entitled causes, consolidated, on the issues of fact joined therein; and, both sides having announced themselves ready for trial thereon, thereupon came a jury of twelve good and lawful men, who, being duly elected, empaneled, and sworn well and truly to try the issues joined between the parties, the pleadings and the exhibits were read to the jury, and thereupon the plaintiff introduced the following evidence:

W. M. Massie, a witness, who, being first duly sworn, testified as follows:

For testimony of W. M. Massie see defendants' bill of exceptions.

2. The originals assessment-rolls made by the railroad assessors of the years 1892, 1893, 1894, and 1895 of the L., N. O & T. railroad and property and branches, said rolls for the years 1893, 1894, and 1895 being made out against the Yazoo & Mississippi Valley Railroad Company as follows:

Original rolls to be used on the trial of this cause by agreement of counsle filed herein.

3. The original objections made in 1892 by the Louisville, New Orleans & Texas Railway Company to the assessment of that year, and in 1893 by the Yazoo & Mississippi Valley Railroad Company to the assessment of that year as follows:

Not copied. Originals to be used on the trial of this cause.

560 4. The articles of consolidation of October 24th, 1892, between the Louisville, New Orleans & Texas Railway Company and the Yazoo & Mississippi Valley Railroad Company, as follows:

Originals to be used on trial of this cause by agreement of counsel filed herein.

5. The articles of consolidation of August 12th, 1884, between the Tennessee Southern, the Memphis & Vicksburg, the New Orleans, Baton Rouge, Vicksburg and Memphis, and the New Orleans and Mississippi Valley Railroad companies, as follows:

6. Deed of trust, dated September 1st, 1892, between the Illinois Central Railroad Company and the United States Trust Company. This deed was offered in support of the plaintiff's declaration that the Illinois Central Railroad Company was the owner of the railroad and property of the Louisville, New Orleans & Texas Railway Co. and in support of the replication of novation.

Defendants objected on the ground that it was irrelevant, incompetent, and immaterial as to the first grounds, but do not object as to the issue on novation. Objection was overruled and the defendants excepted.

The deed introduced was as follows:

The original to be used on the trial of this cause by agreement of counsel filed herein.

7. The lease of the Yazoo & Mississippi Valley Railroad Company made to the Illinois Central Railroad Company on March 31st, 1888.

Defendants objected on the ground that the same was incompetent, irrelevant, and immaterial. Their objection was overruled and defendants excepted.

Said lease was as follows:

Original to be used on the trial of this cause by agreement of counsel filed herein.

8. List of stockholders of the Yazoo & Mississippi Valley Railroad Company on March 31st, 1888, marked Exhibit A to the stenographer's notes.

The defendants objected on the ground that the same was incompetent, irrelevant, and immaterial. Their objection was overruled and defendants excepted.

Said list, having already been copied in this record, is here omitted.

9. The minutes of a meeting of the stockholders of the Yazoo & Mississippi Valley Railroad Company held on the 4th of October, 1893, containing a list of the stockholders of said company on that day, marked Exhibit B to the stenographer's notes.

Defendants objected on the ground that the same was incompetent, irrelevant, and immaterial. Their objection was overruled and they excepted.

Said minutes are as follows:

Said Exhibit "B," having already been copied in plaintiff's bill of exceptions, is here omitted by agreement of counsel filed herein.

10. A list of the stockholders and officers of the Mississippi Valley Company on the 14th day of October, 1892, marked Exhibit "C" to the stenographer's notes.

Defendants objected on the ground that the same was incompetent, irrelevant, and immaterial. Their objection was overruled and they excepted.

Said list, having already been copied in plaintiff's bill of exceptions, is here omitted by agreement of counsel filed herein.

11. A list of the stockholders and officers and directors of the Yazoo and Mississippi Valley Railroad Company from June 1st to

October 25th, 1892, marked Exhibit "D" to the stenographer's notes.

The defendants objected on the ground that the same was incompetent, irrelevant, and immaterial. Their objection was overruled and they excepted.

Said Exhibit "D," having already been copied in plaintiff's bill of exceptions, is here omitted by agreement of counsel in writing filed herein.

561 12. List of stockholders, marked Exhibit "E" to the stenographer's notes.

The defendants objected on the ground that the same was incompetent, irrelevant, and immaterial. Their objection was overruled and they excepted.

Said Exhibit "E," having already been copied in plaintiff's bill of exceptions, is here omitted by agreement of counsel in writing filed herein.

13. Minutes of the meeting of the board of directors of the Yazoo & Mississippi Valley Railroad Company on the 18th of October, 1893, to show who the officers were, and that, on motion, those officers were elected to serve without salary, and that they were the same officers which the Illinois Central Railroad Company has.

Defendants objected on the ground that the same was incompetent, irrelevant, and immaterial. Their objection was overruled and they excepted.

Said minutes are marked Exhibit "F" to stenographer's notes and are as follows:

Said exhibit, having already been copied in plaintiff's bill of exceptions, is here omitted by agreement of counsel in writing filed in this cause.

14. The charter of the Mississippi Valley Company, to show that said company was required to have a certain number of directors, and that each director was required to have ten shares of stock, and that the Illinois Central Railroad Company owned that stock, and that the other holders held the exact number of shares needed to qualify them as directors.

Defendants objected on the grounds of incompetency, irrelevancy, and immateriality. Their objection was overruled and they excepted.

Said charter is marked Exhibit "G" to the stenographer's notes and is as follows:

Charter book to be used by agreement of counsel filed herein.

15. Minutes of the Yazoo & Mississippi Valley Railroad Company of August 1st, 1893, marked Exhibit "H" to the stenographer's notes.

Defendants objected on the grounds of incompetency, irrelevancy, and immateriality. Their objection was overruled and they excepted.

Said Exhibit "H," having already been copied in plaintiff's bill of exception, is omitted here by agreement of counsel filed in writing herein.

16. List of directors of the Illinois Central Railroad Company

from June 1st to Oct. 25th, 1892, marked Exhibit "I" to the stenographer's notes.

Defendants objected on the grounds of incompetency, irrelevancy, and immateriality. Their objection was overruled and they excepted.

Said Exhibit "I," having already been copied in plaintiff's bill of exceptions, is here omitted by agreement of counsel filed herein.

17. List of stockholders of the Illinois Central Railroad Company on October 24th, 1892, marked Exhibit "J" to the stenographer's notes.

Defendants objected on the grounds of incompetency, irrelevancy, and immateriality. Their objection was overruled and they excepted.

Said Exhibit "J," having already been copied in plaintiff's bill of exceptions, is here omitted by agreement of counsel in writing filed herein.

562 When and as the plaintiff offered in evidence the assessment-rolls above for the years 1892, 1893, 1894, and 1895, defendants objected to the same, in so far as they were offered for the purpose of showing the cost of the property, in that they did not reasonably tend to show said cost, and also that they were secondary evidence and not the best evidence; also so far as they undertake to fix the privilege taxes and the municipal taxes. Said objections were overruled and defendants excepted.

Plaintiff here rested.

Whereupon the defendants moved the court to exclude all of the evidence of the plaintiff; which motion the court overruled, and the defendants excepted. Said motion was in writing and was as follows:

Comes the defendants, The Yazoo & Mississippi Valley Railroad Company and The Illinois Central Railroad Company, and the plaintiff herein, having closed his case, moves the court to exclude all of the testimony.

W. G. YERGER &
MAYES & HARRIS,
For Motion.

CRITZ & BECKETT, *Contra.*

Endorsed: Filed and entered July 22, 1896. B. F. Neal, clerk, by W. J. Brown, Jr., D. C.

The defendants then introduced the following evidence:

1. The minutes of the meeting of the board of directors of the Mississippi Valley Company on Oct. 14th, 1892 (their minutes, page 189); also their minutes of May 17th, 1893 (minutes, page 199); which minutes are as follows:

See minute book.

2. John C. Willing, a witness, who, being duly sworn, testified as follows:

This testimony, having already been copied in plaintiff's bill of exceptions, is here omitted by agreement of counsel filed herein.

3. Mortgage of Sept. 18th, 1884, by the Louisville, New Orleans & Texas R'y Co. to Pardeed & Crolius, as trustees. Charter Book, page 571.

Charter book to be used by agreement of counsel filed herein.

4. Mortgage of Sept. 18, 1884, by the Louisville, New Orleans & Texas Railway Company to the Metropolitan Trust Co. of New York, as trustee. Cha-ter Book, p. 586, as follows:

Charter book to be used by agreement of counsel filed herein.

5. Mortgage of Aug. 25th, 1885, by the Louisville, New Orleans & Texas Railway Company to Pardee & Crolius, as trustees. Charter Book, p. 621, as follows:

Charter book to be used by agreement of counsel filed herein.

6. Mortgage of Aug. 25th, 1886, by the Louisville, New Orleans & Texas Railway Co. to the Union Trust Co. of New York, as trustee. Charter Book, p. 635, as follows:

Charter book to be used by agreement of counsel filed herein.

7. Mortgage of August 25th, 1886, by the Louisville, New Orleans & Texas Railway Company to the Union Trust Company of New York, as trustees. Charter Book, p. 649.

Charter book to be used by agreement of counsel filed herein.

8. Mortgage of August 26th, 1886, by the Louisville, New Orleans & Texas Railway Company to the Union Trust Company of New York, as trustee. Charter Book, p. 670, as follows:

Charter book to be used on the trial of this cause by agreement of counsel filed herein.

9. Mortgage of 27th of August, 1886, by the Louisville, New Orleans & Texas Railway Company to Pardee & Crolius, as
563 trustees. Charter Book, p. 692.

Charter book to be used by agreement of counsel filed herein.

10. Mortgage of 27th of November, 1886, by the Louisville, New Orleans & Texas Railway Company to the Union Trust Company of New York, as trustee. Charter Book, p. 719.

Charter book to be used by agreement of counsel filed herein.

11. Mortgage of April 14th, 1895, by the Yazoo & Miss. Valley Railroad Company to the United States Trust Company of New York, as trustee. Charter Book, p. 761, as follows.

Charter book to be used by agreement of counsel filed herein.

12. Mortgage of April 15th, 1893, by the Yazoo & Mississippi Valley Railroad Company to the Union Trust Company of New York, as trustee. Charter Book, p. 788, as follows.

Charter book to be used by agreement of counsel filed herein.

14. B. C. Pfouts, a witness, who, being duly sworn, testified as follows.

This testimony, having already been copied in the plaintiff's bill of exceptions, is here omitted by agreement of counsel in writing filed herein.

15. The deposition of R. T. Wilson, which was in terms and figures following:

This deposition, having already been copied in plaintiff's bill of exceptions, is here omitted by agreement of counsel filed herein.

Error.

Pending the reading of the foregoing deposition the defendants interposed their objections in writing to certain questions propounded by the plaintiff and the answers thereto, said objections being in writing and filed amongst the papers in this cause and are as follows:

Defendants herein object to the following questions and answers in the cross examination in the deposition of R. T. Wilson. The questions:

1. "Well, give us the actual cash cost of the road that was paid out for work that was done and material furnished," and the answer thereto, and also all other questions and answers referring to the actual cost to the Financial Improvement Company.

2. "Do you know who composed the members of it?" (meaning thereby of the Financial Improvement Company), and the answers thereto, and all other questions and answers relating to the constitution of the membership of said Financial Improvement Company and the interest of R. T. Wilson or R. T. Wilson & Co. therein, for the reason that the said questions and answers are incompetent, irrelevant, and immaterial.

MAYES & HARRIS,
Att'ys for Def'ts.

Endorsed: Filed July 24th, 1896. F. B. Neal, clerk, by W. J. Brown, Jr., D. C.

Said objections were by the court overruled, and defendants excepted.

16. The defendants introduced as evidence the agreement between the Memphis & Vicksburg Railroad Company and William M. Johnston, marked Exhibit A to the deposition of R. T. Wilson, as set forth above.

17. Defendants introduced as evidence the agreement between the Tennessee Southern Railroad Company and the Financial Improvement Company, marked Exhibit "B" to the deposition of R. T. Wilson, as set forth above.

18. Defendants introduced as evidence the agreement between the New Orleans, Baton Rouge, Vicksburg & Memphis Railroad Company and the Financial Improvement Company, marked Exhibit C to the deposition of R. T. Wilson, as set forth above.

564 19. Defendants introduced as evidence the agreement between the New Orleans & Mississippi Valley Railroad Company and the Financial Improvement Company, marked Exhibit D to the deposition of R. T. Wilson, as set forth above.

20. J. M. Edwards, a witness, being first duly sworn, testified as follows:

The testimony of J. M. Edwards, having been already copied in the bill of exceptions of plaintiff, is here omitted by agreement of counsel herein filed.

21. William Starling, a witness, being first duly sworn, on oath says:

The testimony of William Starling, having been copied in the

bill of exceptions of plaintiff, is omitted here by agreement of counsel in writing filed herein.

22. Defendants offered the ad valorem and the privilege-tax receipts for taxes paid in cash in and for the years 1892, 1893, 1894, and 1895 to the sheriffs and tax collectors of the counties of Bolivar and Washington on the property assessed for those years as Riverside division, special charter. Said receipts are in words and figures following:

By agreement of counsel the original receipts are to be used in the trial of this cause.

23. Defendants offered the ad valorem and the privilege-tax receipts for taxes paid in cash in and for the years 1892, 1893, 1894, and 1895 to the tax collector of Coahoma county on the property assessed for those years as the Helena branch. Said receipts are in words and figures as follows:

By agreement of counsel the original receipts are to be used in the trial of this cause.

24. Defendants offered the ad valorem and the privilege-tax receipts for taxes paid in cash in and for the years 1892, 1893, 1894, and 1895 to the tax collector of Wilkinson county on the property assessed for those years as the Bayou Sara branch. Said receipts are in words and figures following:

By agreement of counsel the original receipts are to be used on the trial of this cause.

25. Defendants offered the affidavits and sheriff's receipts for the years 1892, 1893, 1894, and 1895 for all the taxes and property assessed for those years (except such as was and is covered by the receipts hereinbefore just set forth), made and taken under section V of the act of March 3, 1882 (being the adopted section of the charter of the Mobile & Northwestern Railroad Company), in some instances said papers showing that on tender of such affidavit made to the sheriff and tax collector he had refused to issue the receipt demanded, but had acknowledged over his own written signature the tender of the affidavit and demand of receipt.

No objection was made by plaintiff to any of such papers, and it was agreed by counsel for both sides in open court that in Warren county in and for the years 1893 and 1894, and in Sharkey county for and in the year 1895, similar affidavits had been tendered to the respective sheriffs and tax collectors in behalf of the Yazoo & Miss. Valley R. Company by the Honl. Murray F. Smith, and receipts demanded, but they were refused by said collectors.

Said affidavits, endorsements, and receipts are as follows:

By agreement of counsel the original affidavits and receipts are to be used on the trial of this cause.

26. Defendants offered the charter of the Memphis & Vicksburg Railroad Company, of the New Orleans, Baton Rouge, Vicksburg & Memphis Railroad Company, and of the Yazoo & Mississippi Valley Railroad Company; which said charters are as follows:

See charter book for these charters.

565 It was then agreed by counsel for both sides in open court that all private statutes pertinent to the case should be referred to and used as if introduced in evidence.

J. A. Ridgely, a witness, being first duly sworn, testified as follows:

The testimony of this witness, having been copied in the bill of exceptions of plaintiff, is here omitted by agreement of counsel in writing filed in this cause.

The defendants here rested.

The plaintiff thereupon offered in rebuttal the following additional evidence:

1. The deposition of O. A. Gibson, which was in words and figures following:

The deposition of said O. C. Gibson, having been already copied in the bill of exceptions of plaintiff, is omitted here by agreement of counsel filed herein.

Pending the reading of the said deposition of witness O. A. Gibson, the defendants interposed their objections to the same; which objections are in writing and filed amongst the papers in this cause and are as follows:

Comes the defendants, The Yazoo & Mississippi Valley Railroad Company and The Illinois Central Railroad Company, and object to the deposition of O. A. Gibson herein taken by the plaintiff, and for cause of objection assigns the following:

Beginning with question 24 and the answer thereto, they object to all of said deposition after said question and answer, and including the same, for the following reasons:

1. The same are incompetent and irrelevant under and to the issues presented in this case.
2. Because the same are hearsay.
3. Because the same are not the best evidence.
4. Because the same are secondary and not primary testimony.
5. Because the same are opinion evidence, as the witness is not shown by his own testimony or otherwise to be qualified as an expert.
6. Because the same are mere guesses and the estimates not based on knowledge or proper preliminary proofs by way of foundation laid.
7. Because the same are confessedly made of guesses and estimates not competent from any point of view.
8. To that part of answer #230 which follows the word "commission," because the same is not responsive to the question.
9. For various good reasons to be assigned at the hearing, and because in respect to the matters therein testified about plaintiff served defendants with formal notices to produce vouchers, estimates, and other documents on the trial, and this defendants have done, to cover the matter inquired about in said questions and answers, being the actual cost of the road.

MAYES & HARRIS,
Att'ys for Def'ts.

Endorsed: Filed July 24, 1826. F. B. Neal, clerk, by W. J. Brown, Jr., D. C.

The court sustained said objections as to questions and answers numbered 52, 59, 60, and 69, and to all that part of answer numbered 230 which follows the word "commission." All the remainder of said objections the court overruled and allowed the deposition to be read, except as stated, and to this the defendants excepted.

The papers and documents referred to by said Gibson in his deposition were in words and figures as follows:

Originals to be used by agreement on trial of this cause.

The deposition of R. H. Elliott, which was in words and figures as follows:

Said deposition, having been copied in the bill of exceptions of plaintiff, is omitted here by agreement of counsel in writing filed herein

Pending the reading of the said deposition of the said Elliott,
566 the defendants interposed their objections to the questions and answers therein; which objections were in writing filed amongst the papers of this cause and were as follows:

Comes the defendant- The Yazoo & Mississippi Valley Railroad Company and The Illinois Central Railroad Company and object to the depositions of R. H. Elliott herein taken by the plaintiff, and for cause of objection assigns as follows:

Beginning with question on page 5 which begins with the words, "Please state as nearly as you can what was the cost of construction of said railway," and the answers thereto, they object to all of said deposition after said question and answer and including the same for the following reasons:

1. The same are incompetent and irrelevant under and to the issues presented in this case.

–. Because the same are hearsay.

3. Because the same are not the best evidence.

4. Because the same are secondary and not primary evidence.

5. Because the same are mere guesses and the estimates not based on knowledge or proper preliminary proofs by way of foundation laid.

7. Because the same are confessedly made of guesses and estimates not competent from any point of view.

8. For various other good reasons, to be assigned at the hearing, and because in respect to the various matters therein testified about plaintiff served defendants with formal notices to produce vouchers, estimates, and other documents on the trial, and this defendants have done, to covery the matters inquired about in said questions and answers, being the actual cost of the road.

MAYES & HARRIS, *Att'ys.*

Endorsed: Filed July 25th, 1896. F. B. Neal, clerk, by W. J. Brown, Jr., D. C.

In presenting their objections to the depositions of Gibson and of Elliott the defendants supported the same by referring the court to the three several notices which had been served on them by the

plaintiff, and which are on file amongst the papers of this cause, requiring defendants to produce on the trial documents and papers, and it was shown to the court that there were and had been since the beginning of the trial five large dry-goods boxes and one large bundle in the court-room, which defendants, by their counsel, stated contained the papers called for, and which were then and there in court and at the disposal and use of the plaintiff for the purpose of showing the cost of constructing said railroad. The fact of the presence of said papers in court and their tender to the plaintiff was not in any way questioned by plaintiff.

The court overruled all of said objections and allowed said deposition to be read throughout; to which action the defendants excepted.

Plaintiff here introduced the assessment-rolls filed before the railroad commission, as railroad tax assessors, on the — day of ——, 189–, for taxation of the L., N. O. & T. R'y property for the years 1886, 1887, 1888, 1889, 1890, and 1891, which rolls are as follows:

By agreement of counsel the original rolls are to be used on the trial of this cause and are not copied into this record.

To the introduction of said rolls and each of them the defendants then and there objected because the same were irrelevant
567 and immaterial, as they do not show or tend to show the cost of the property, because they are not the best evidence, but are secondary, and because they were not made until the year 1896.

The court overruled defendants' objections, and defendants excepted.

Plaintiff then rested.

The defendants then introduced in rebuttal the following evidence:

1. J. M. Edwards, a witness, who, being duly sworn, on oath said:

This evidence, having been already copied in the bill of exceptions of plaintiff, is here omitted by agreement of counsel in writing filed herein.

At the conclusion of the examination-in-chief on this introduction counsel for the defendants stated that they had present in the court-room the books and vouchers referred to by Mr. Edwards, and that they tender them to counsel for plaintiff for such use as they might wish to make of them. Such books and vouchers were contained in one large package and three moderate-sized goods boxes. Counsel for the plaintiff then and before beginning the cross-examination of said witness requested and were allowed by the court time for consultation, and retired for that purpose with Exhibit- 1 and 2 to the witness' evidence. After an interval of time they returned, announced themselves to be ready to proceed, and then cross-examined the witness, as stated in the stenographer's notes.

The papers and documents referred to by the said witness and put in evidence were as follows:

Originals to be used on the trial of this cause.

Here the defendants rested.

This was all of the evidence in the case. The trial lasted five days, and during the whole — the boxes and bundles of papers hereinbefore described were in the court.

Thereupon the court, at the request of the plaintiff, gave the following charges to the jury:

And the court, at the request of the defendants, gave the following charges to the jury:

The defendants further requested the court to give to the jury the charges following, which the court refused to do:

All of the charges given and refused, having been copied before in the record, are omitted here by agreement of counsel in writing filed in this cause.

To the action of the court in giving each and every of the plaintiff's charges that were given and in refusing each and every of the defendants' charges which were refused the defendants then and there in each instance immediately excepted.

Thereupon the cause was submitted to the jury on the evidence, the instructions of the court, and the arguments of counsel; and the jury having returned a verdict in favor of the defendants for the years 1892, 1893, and 1894 and in favor of the plaintiff as to the taxes demanded for the year 1895, as will more fully appear from the judgment rendered in this cause, the defendants moved for a new trial in the words and figures following, to wit:

Said motion, having been already copied in this record, is here omitted by agreement of counsel in writing filed herein.

Whereupon, on August 6th, 1896, the same being a day in the regular July term, 1896, of said court, the court overruled
568 the said motion of the defendants for a new trial, and the defendants then and there in open court excepted to the said order and judgment of said court, and they tender this their bill of exceptions thereto, which is hereby signed, sealed, and ordered to be made a part of the record in this cause as consolidated, together with the said stenographer's transcribed notes as part thereof.

This the 14th day of September, 1896.

ROB'T POWELL, [SEAL.]
Judge of the 7th Circuit Court, District of Mississippi.

Endorsed: Filed Sept. 16, 1896. F. B. Neal, clerk, by W. J. Brown, Jr., D. C.

Agreement of Counsel.

STATE OF MISSISSIPPI, }
Hinds County. }

In the Circuit Court, First District.

WIRT ADAMS, State Revenue Agent,
vs.
YAZOO & MISS. VALLEY R. R. CO. ET AL. } Nos. 2788, 2916, and 3018. Consolidated.

In this case it is agreed that in making up the transcript for the Supreme Court to be used both on the appeal of the plaintiff and

cross-appeal of the defendants the clerk of the circuit court shall omit from such transcript the following documents and instruments of evidence which appear in the record or which were used upon the trial, to wit:

1. All summons in the case.

2. All interrogatories and papers filed for the purpose of taking depositions of witnesses where such depositions were not in point of fact taken.

3. The assessment-rolls made by the railroad commissioners acting as railroad assessors for the year- 1886, 1887, 1888, 1889, 1890, 1891, 1892, 1893, 1894, and 1895.

4. Articles of consolidation of August 12th, 1884, and same of October 25, 1892.

5. Deeds of trust as follows: Illinois Central Railroad Company to United States Trust Company, Sept. 1st, 1892; mortgage of Sept. 18th, 1884, shown in Charter Book, page 571; mortgage of same, shown in Charter Book, page 586; mortgage of August 25, 1885, shown in Charter Book, page 621; mortgage of August 25, 1886, shown in Charter Book, page 65; mortgage of August 25, 1886, shown in Charter Book, page 670; Mortga-e of August 27, 1886, shown in Charter Book, page 592; mortgage of November 27, 1886, shown in Charter Book, page 719; mortgage of April 14, 1893, shown in Charter Book, page 761; mortgage of April 15, 1893, shown in Charter Book, page 788.

6. The original charter of the Mississippi Valley Company, shown in the Illinois Central charter book, but the supplemental charter amendatory must be copied.

7. The original annual reports of the Louisville, New Orleans & Texas railroad in the years 1887, 1888, 1889, 1891, set forth as exhibits to the deposition of R. T. Wilson.

8. The tax receipts which were offered in evidence by the defendants, showing the payment of taxes in cash on the Riverside division, special charter, and on the Helena branch and on the Bayou Sara branch.

9. The affidavits tendered to the various sheriffs and the tax receipts received from such sheriffs under section 5 of the act of March 3rd, 1882, being section 21 of the Mobile & North Western charter in and for the years 1892 to 1895, inclusive.

10. The charters of the Memphis & Vicksburg Railroad Company, of the New Orleans, Baton Rouge, Vicksburg & Mem-
569 phis Railroad Company, and the charter of the Louisville, New Orleans & Texas Railway Company, being the acts of 1882 and 1884, and of the Yazoo & Mississippi Valley Railroad Company.

11. Exhibits 1 & 2 to the testimony of J. M. Edwards on his last introduction.

It is further agreed that in order to save padding the record that none of the documents which the clerk must copy need be copied more than once, and therefore, where the -ame are copied by him as a part of the pleadings or other record of the cause in advance of the trial, such documents may be referred to by the bill of excep-

tions without being copied therein; and, further, that where such documents are copied in the first part of the bill of exceptions filed by the plaintiff they need not be copied into the bill of exceptions filed by the defendants, but may be referred to as a part thereof; and, further, that where such documents are set forth in the bill of exceptions filed by the defendants they need not be copied into the bill of exceptions filed by the plaintiff, but may be referred to as a part thereof.

It is further agreed that the documents indicated above as being those which the clerk shall not copy may be used on the argument and presentation of the case in the Supreme Court by either party by reference to the original documents, and shall be treated and considered as part of the record in the Supreme Court, or else by reference to the charter book of the Illinois Central Railroad Company, or else by reference to the charter book of the Yazoo & Mississippi Valley Railroad Company, or else by reference to the appropriate officially published session laws of the State of Mississippi.

It is further agreed that the aforesaid summons and interrogatories and other papers for the taking of the depositions of certain witnesses, which depositions were never, in fact, taken, and the aforesaid tax receipts, showing the cash taxes paid on certain branches, and the aforesaid affidavits and sheriff's receipts made and tendered and received under section 5 of the act of March 3rd, 1882, cut no figure in this appeal on either side and need not be sent up to the Supreme Court either by copy or in the originals.

CRITZ, BECKETT & JONES,
Att'ys for Plaintiff.
MAYES & HARRIS,
Att'ys for Defendants.

Endorsed: Filed October 19, 1896. F. B. Neal, clerk, by W. J. Brown, Jr., D. C.

570 *Plaintiff's Petition for Appeal.*

THE STATE OF MISSISSIPPI,
Hinds County.

Circuit Court.

WIRT ADAMS, State Revenue Agent, Use, &c., Plaintiff,
vs.
THE YAZOO & MISSISSIPPI VALLEY RAILROAD Co. *et al.*, Defendants.
No. 2788. Consol.

To the clerk of said circuit court:

Petitioner, Wirt Adams, State revenue agent, plaintiff in said above-styled consolidated causes, demands an appeal to the Supreme

Court from the judgment overruling his motion for a new trial rendered at the July term, 1896.

CRITZ, BECKETT & JONES AND
J. A. P. CAMPBELL,
Att'ys for Petitioner.

Endorsed: Filed this 17th day of November, 1896. F. B. Neal, clerk, by W. J. Brown, Jr., D. C.

Defendants' Petition for Appeal.

STATE OF MISSISSIPPI,
County of Hinds.

In the Circuit Court, in Vacation.

WIRT ADAMS, State Revenue Agent,
vs.
THE YAZOO & MISS. VALLEY RAILROAD CO. ET ALS. } 2788. Consol.

The petition of The Yazoo & Mississippi Valley Railroad Company and of The Illinois Central Railroad Company, defendants in the above-entitled cause, shows that on the — day of August, 1896, being a day of the July term, 1896, of said court, the said plaintiff, Wirt Adams, State revenue agent, did recover in this court a judgment against the said defendants in the sum of — dollars and the costs of court, whereby the said defendants feel themselves aggrieved, and the said plaintiff having prayed his appeal from said judgment of this court to the supreme court of this State, the said defendants herein pray a cross-appeal from the said judgment of the said circuit court to the said supreme court, at the October term, 1896, and tender herewith their bond in the sum of five hundred dollars, conditioned according to law, and not desiring a supersedeas.

THE YAZOO & MISSISSIPPI VALLEY
RAILROAD COMPANY,
By MAYES & HARRIS, *Attorneys.*
THE ILLINOIS CENTRAL RAILROAD
COMPANY,
By MAYES & HARRIS, *Attorneys.*

Endorsed: Filed November 21st, 1896. F. B. Neal, clerk, by W. J. Brown, Jr., D. C.

571 *Defendants' Appeal Bond.*

STATE OF MISSISSIPPI,
County of Hinds.

In the Circuit Court, in Vacation.

WIRT ADAMS, State Revenue Agent,
vs.
THE YAZOO & MISS. VALLEY RAILROAD CO. ET ALS.

We, the Yazoo & Mississippi Valley Railroad and the Illinois Central Railroad Company, as principals, and R. W. Millsaps and Ed-

ward Mayes, as sureties, do acknowledge to owe Wirt Adams, State revenue agent, the sum of five hundred dollars; for the payment of which, well and truly to be made, we do hereby bind ourselves, our heirs, executors, and administrators, firmly by these presents.

Witness our signatures this the 20th day of November, 1896.

The condition of the above obligation is such that whereas the above-named principals have prayed a cross-appeal from the judgment of this court heretofore rendered at the July term, 1896, against the said defendant in the above-entitled cause: Now, therefore, if the said defendants shall pay all the costs of said cross-appeal in case the judgment of the said court be affirmed as to said cross-appeal, then this bond shall be void; otherwise to remain in full force and effect.

THE YAZOO & MISSISSIPPI VALLEY RAILROAD COMPANY,
By MAYES & HARRIS, *Attorneys.*
THE ILLINOIS CENTRAL RAILROAD COMPANY,
By MAYES & HARRIS, *Attorneys.*
R. W. MILLSAPS.
EDWARD MAYES.

Endorsed: Approved November 21st, 1896. F. B. Neal, clerk, by W. J. Brown, Jr., D. C. Filed November 21st, 1896. F. B. Neal, clerk, by W. J. Brown, Jr., D. C.

572 *Certificate.*

STATE OF MISSISSIPPI, }
Hinds County. }

I, F. B. Neal, clerk of the circuit court in and for said county and State, hereby certify the foregoing 434 pages, the first volume containing 249 pages and the second volume containing 185 pages, to contain a full, true, and correct transcript of the record of the cause stated in the caption (excepting such papers and documents as have been omitted by agreement of counsel) as the same remains on file and of record in my office, together with a copy of the appeal bond filed in said cause.

Given under my hand and the seal of said court this 2nd day of December, 1896.

[SEAL.]

F. B. NEAL, *Clerk,*
By W. J. BROWN, JR., *D. C.*

The foregoing record endorsed: Filed December 5th, 1896. E. W. Brown, clerk, by C. C. Campbell, D. C.

573 The State of Mississippi to the sheriff of Hinds county, in said State:

You are hereby commanded to summon The Yazoo & Mississippi Valley Railroad Company and The Illinois Central Railroad Company, appellees, or Edward Mayes, their attorney of record, if th- be

found in your county, to appear before the supreme court of the State of Mississippi, at the capitol, in the city of Jackson, in the county of Hinds and State aforesaid, on the 28 day of November, A. D. 1896, then and there to answer the appeal of Wirt Adams, State revenue agent, use, &c., in cases No. 2788, 2916, and 3018, styled Wirt Adams, State revenue agent, use, &c., *vs.* said Yazoo & Mississippi Valley Railroad Co. *et al.*, from a judgment of the circuit court of the county of Hinds, in said State, rendered against said appellant on the — day of July, A. D. 1896, at the July term, A. D. 1896, of the said circuit court, in favor of said appellees, for the taxes — 1892, 1893, & 1894; and have then there this writ.

Given under my hand and the seal of said circuit court, at my office, in Jackson, Miss., and issued this the 17th day of November, A. D. 1896.

F. B. NEAL, *Circuit Clerk*,
By W. J. BROWN, JR., *D. C.*

Sheriff's Return.

Rec'd Nov. 17, '96.

W. T. RATLIFF, *Sh'ff*,
By L. F. CHILES, *D. S.*

Executed personally on Mayes & Harris, att'ys, by handing them a copy hereof, this Nov. 17, '96.

W. T. RATLIFF, *Sh'ff*,
By L. F. CHILES, *D. S.*

Filed Dec. 5, 1896.

E. W. BROWN, *Clerk*,
By C. C. CAMPBELL, *D. C.*

574 The State of Mississippi to the sheriff of Hinds county, in said State:

You are hereby commanded to summon Wirt Adams, State rev. agent, use, &c., appellee, or Mess. Critz & Beckett, his attorney-in fact or of record, if to be found in your county, to appear before the supreme court of the State of Mississippi, at the capitol, in the city of Jackson, in the county of Hinds and State aforesaid, on the 1st Monday of December, A. D. 1896, then and there to answer the appeal of the Yazoo & Mississippi Valley R. R. Co. & the Illinois Central R. R. Co. from a judgment of the circuit court of the county of 1st dist. Hinds, in said State, rendered against said appellant on the 25th day of July, A. D. 1896, at the July term, A. D. 1896, of said circuit court in favor of said appellee for $88,130.08, and have then there this writ.

Given under my hand and the seal of said circuit court, at my office, in Jackson, Miss., and issued this the 21 day of November, A. D. 1896.

F. B. NEAL, *Circuit Clerk*,
By W. J. BROWN, JR., *D. C.*

Endorsed: Rec'd Nov. 21, '96. W. T. Ratliff, sh'ff, by L. F. Chiles, D. S. Executed personally on R. C. Beckett, of Critz & Beckett, by handing him a copy hereof this Nov. 21, '96. W. T. Ratliff, sh'ff, by L. F. Chiles, D. S. Filed Dec. 5, '96. E. W. Brown, clerk, by C. C. Campbell, D. C.

575 THE STATE OF MISSISSIPPI,
From Hinds County.

Supreme Court.

WIRT ADAMS, State Revenue Agent, Use, &c., Appellant,
v.
Y. & M. V. R. R. Co., Appellees.

Assignment of Errors by Appellant.

Now comes the appellant and assigns for error in this cause as follows:

1. The court below erred in overruling the demurrer to the plea.
2. In sustaining the demurrer to the 4th, 5th, 6th, 7th, 8th, 12th, and 13th replications.
3. In overruling plaintiff's objections to the testimony of J. C. Welling and of B. C. Pfuts and of William Starling and of —— Ridgeley and of J. M. Edwards both on his first and second examination.
4. In refusing charges 1–16, inclusive, for plaintiff.
5. In giving the charges given for defendants.
6. In overruling plaintiff's motion for a new trial.
7. Other reasons to be assigned at the hearing.

CRITZ & BECKETT &
J. A. P. CAMPBELL,
Attorneys for Appellants.

Endorsed: 8629. Filed Dec. 5, 1896. E. W. Brown, clerk, by C. C. Campbell, D. C.

576 STATE OF MISSISSIPPI, *County of Hinds, First District.*

In the Supreme Court, at the October Term, 1896.

WIRT ADAMS, State Revenue Agent, Appellant,
v.
YAZOO & MISSISSIPPI VALLEY RAILROAD COMPANY ET AL., Appellees,

and

YAZOO & MISSISSIPPI VALLEY RAILROAD COMPANY ET AL., Cross-appellants,
v.
WIRT ADAMS, State Revenue Agent, Cross-appellee.

Assignment of Errors by Cross-appellants.

Come the cross-appellants herein, The Yazoo & Mississippi Valley Railroad Company and The Illinois Central Railroad Company, and for error herein suggest as follows:

The court erred in the following particulars:

1. In overruling the demurrers of the cross-appellants to the second, third, ninth, tenth, and eleventh replications of the plaintiff below severally.

2. In admitting in evidence the assessment-rolls of and for the years 1886, 1887, 1888, 1889, 1890, 1891, 1892, 1893, 1894, & 1895 severally.

3. In admitting in evidence the mortgage deed made by the Illinois Central Railroad Company in 1892.

4. In admitting in evidence the lease made in 1888 by the Yazoo & Mississippi Valley Railroad Company to the Illinois Central railroad.

5. In admitting in evidence documentary testimony and testimony of witnesses severally of the acquisition and holding of stocks as follows: Stocks of the Yazoo & Mississippi Valley Railroad Company and of the Mississippi Valley Company by the Illinois
577 Central Railroad Company and stocks of the L., N. O. & T. Railway Company by the Mississippi Valley Company severally.

6. In sustaining plaintiff's objections to the questions propounded by cross-appellants to the witnesses Welling, Wilson, and Edwards severally in respect to the ability of the L., N. O. & T. Railway Company and the Yazoo & Mississippi Valley Railroad Company severally to declare and pay an eight per cent. dividend in and for the years 1886 to 1892 respectively.

7. In overruling the objection of the cross-appellants to the question propounded by plaintiff to the witness Welling as to whether the L., N. O. & T. railroad from Memphis to New Orleans and the Illinois Central railroad from Memphis to New Orleans were competing lines.

8. In allowing plaintiff to make inquiry into and to introduce testimony as to the actual cost of the railroad to the construction company and the reasonable — of the same.

9. In allowing plaintiff to make inquiry into the connection of R. T. Wilson with the Financial Improvement Company and his interest in the same.

10. In allowing plaintiff to make inquiry into the operation of trains continuously over the main line of said road and its branches and over the "exempt" and the "non-exempt" portions of the road.

11. In overruling the objections of cross-appellants to the depositions of Gibson and of Elliott respectively.

12. In refusing the peremptory instruction asked by the cross-appellants.

13. In refusing the peremptory instruction asked by the Illinois Central Railroad Company.

14. In giving the instructions for the plaintiff numbered 17, 18, 19, 20, 20½, 21, 22, 23, 24, 25, 26, and 27 respectively and severally.

15. In overruling the motion of cross-appellants for a new trial.

578 16. In awarding interest on the taxes recovered for the year 1895.

17. In other particulars to be assigned at the argument.

Respectfully submitted.

MAYES & HARRIS,
Att'ys for Cross-appellants.

Endorsed: Filed Dec. 5, 1896. E. W. Brown, clerk, by C. C. Campbell, D. C.

And on December 8th, 1896, the following order was entered:

WIRT ADAMS, State Revenue Agent,
v.
YAZOO AND MISSISSIPPI VALLEY RAILROAD CO. ET AL. } 8629.

Argued orally by Messrs. J. A. P. Campbell and R. C. Beckett for the appellant and Mr. Edward Mayes for appellees, and submitted on briefs by Messrs. J. A. P. Campbell and Critz & Beckett for appellant and Messrs. Mayes & Harris for the appellees.

And on April 12th, 1897, the following order was entered:

WIRT ADAMS, State Rev. Ag't,
v. & ats. } 8629.
Y. & M. V. R. R. Co.

Remanded to the docket for reargument.

And on April 14, 1897, the following order was entered:

WIRT ADAMS, State Revenue Agent,
v. & ats.
YAZOO AND MISSISSIPPI VALLEY RAILROAD CO. ET AL. } 8629.

Argued orally by Messrs. J. A. P. Campbell and R. C. Beckett for the appellant.

And on April 15, 1897, the following order was entered:

WIRT ADAMS, State Revenue Agent,
v. & ats.
YAZOO AND MISSISSIPPI VALLEY RAILROAD CO. ET AL. } 8629.

Argued orally by Mr. R. C. Beckett for appellant and Mr. Edward Mayes for the appellees.

579 And on April 16th, 1897, the following order was entered:

WIRT ADAMS, State Revenue Agent,
v. & ats.
YAZOO & MISSISSIPPI VALLEY RAILROAD CO. ET AL. } 8629.

Argued orally by Mr. Edward Mayes for appellees.

And on April 17th, 1897, the following order was entered:

WIRT ADAMS, State Revenue Agent,
v. & ats.
YAZOO AND MISSISSIPPI VALLEY RAILROAD CO. ET AL. } 8629.

Argued orally by Mr. F. A. Critz for appellant and submitted on briefs by Messrs. Critz & Beckett and J. A. P. Campbell for the appellant and cross-appellee, and Messrs. Mayes & Harris for appellees and cross-appellants.

And on May 17th, 1897, the following order was entered:

WIRT ADAMS, State Revenue Agent,
v. & ats.
YAZOO & MISSISSIPPI VALLEY RAILROAD CO. ET AL. } 8629.

Ordered that this cause be remanded to the docket for a reargument, and that the cause be continued to the next term of this court.

580 STATE OF MISSISSIPPI,
County of Hinds, First District.

In the Supreme Court, at October Term, 1897.

YAZOO & MISSISSIPPI VALLEY R. R. CO. ET AL.
v.
WIRT ADAMS, State Revenue Agent. } On Cross-appeal.

The Yazoo & Mississippi Valley R. R. Co. and The Illinois Central R. R. Co., cross-appellants, assign the following additional point for error:

1. Court below erred in allowing interest on the taxes recovered in entering judgment therefor.

Respectfully submitted.

MAYES & HARRIS,
Att'ys for Cross-app'll'ts.

Endorsed: Filed Dec. 13, 1897. E. W. Brown, clerk, by C. C. Campbell, D. C.

581 On December the 23rd, 1897, the following order was entered:

WIRT ADAMS, State Rev. Ag't,
v.
YAZOO & MISSISSIPPI VALLEY RAILROAD CO. ET AL. } 8629.

Argued orally by Messrs. J. A. P. Campbell and R. C. Beckett for the appellant, and Mr. Edward Mayes for the appellees.

And on December the 24th, 1897, the following order was entered:

WIRT ADAMS, State Revenue Agent,
v.
YAZOO & MISSISSIPPI VALLEY RAILROAD CO. ET AL. } 8629.

Argued orally by Mr. Edward Mayes for the appellees, and Mr. F. A. Critz for the appellant, and submitted on briefs by Messrs. J. A. P. Campbell and Critz & Beckett for the appellant, and Messrs. Mayes & Harris for the appellees.

And on the 30th day of June, 1898, the following final judgment was entered in said cause:

WIRT ADAMS, State Revenue Agent,
v. & ats.
YAZOO & MISSISSIPPI VALLEY RAILROAD CO. ET AL. } 8629.

This cause having been submitted at a former term of this court on the record herein from the circuit court of Hinds county, 1st district, and this court, having sufficiently examined and considered the same and being of opinion that there is error therein, doth order and adjudge that the judgment of said circuit court rendered in this cause at the July term thereof, A. D. 1896, on the 25th day of July, 1896, be, and the same is hereby, reversed, both on the appeal and the cross-appeal, and cause remanded, and that the appellees do pay the costs of this appeal, to be taxed, &c.

582 And on June 30, 1898, the following was filed:

WIRT ADAMS, State Rev. Ag't,
v.
Y. & M. V. R. R. Co. ET AL. } 8629.

Summary of the Court's Holdings.

WHITFIELD, *J.:*

First. Because of the inconsistent, compromise verdict, the judgment is reversed, and cause remanded, on the appeal and the cross-appeal.

Second. The Lambert case is *res adjudicata* as to the taxes for the year 1892 on all the property that originally belonged to the N. J. & Columbus R. R. Co., which was in Adams county, and being *res adjudicata*, it is, as to that, beyond our power to overrule it.

Third. The Lambert case is not *res adjudicata* as to any of the other taxes here involved, on the property that once belonged to the N. J. & Columbus R. R. Co., or on any of the other property here involved.

Fourth. The Lambert case did decide that § 180 of the constitution of 1890, did not cut off the exemption from taxation asserted in this case, on the ground that this is a case of mere merger, and not of consolidation; that the resultant corporation was not a new corporation, and applied the principles of Whitworth *v.* Tennessee, 117 U. S.—which is, beyond all controversy, a clear case of simple merger, and not of consolidation, taking merger proper to mean the absorption of one corporation, by another, the autonomy of the absorbing corporation being preserved, without the formation of a new company, and consolidation proper to mean such union of two corporations as results in a third new corporation, under whatever name. We hold that the clear legislative purpose was—(using the words in the sense indicated)—*consolidation, and not merger*, yet consolidation in such sense as to result in the formation of a new corporation; and besides, that what was *actually* done here was necessarily the creation of a new corporation, and not mere merger; that, hence, the principles of the Whitworth case do not apply, but the principles of Keokuk *v.* Mo., 152 U. S., do apply; that, consequently the constitution of 1890, § 180, cut off the exemption; that the Lambert case cannot be upheld, and should be, and is hereby overruled. If it be conceded that the purpose aimed at by the articles of agreement of the R. R. Co., was mere merger, it is not to be permitted that the Co. could overthrow the purpose of the legislature to authorize consolidation and not merger, nor to name that, merger, which the actual things done show, was consolidation. Consolidation is a privilege, to be exercised or not—not a contract. § 181 of the constitution, and § 279 of the schedule thereto, merely mean that so long as corporations existing at the adoption of the constitution having *then* exemptions, or other "rights," should have them "continue," so long as such corporations retained the *precise corporate existence they then had.* The new corporation here, takes

its life as from a new grant of corporate life from the date of the consolidation.

But we hold further, that the 21st section of the Mobile & Northwestern R. R. Co.'s charter was an effort to secure—as is expressly recited in its face—an irrepealable grant of exemption, and violative of the constitution of 1869, § 13, art. 12, and § 20, art. 12, even as construed in Miss. Mills *v.* Cook, 56 Miss. The exemption claimed in Miss. Mills *v.* Cook had no irrepealable feature.

But again, we hold, that such section violated said clauses of said constitution, even had it not been irrepealable. Miss. Mills *v.* Cook, turned upon some supposed magical distinction in the particular connection, between the words "subject" and "subjected," and sacrificed a great constitutional principle to a piece of mere verbal jugglery. Precisely the same clause, using precisely the same word "subject" occurs in the constitutions of Florida and Arkansas and the supreme courts of both States held, in precisely identical contention, that the clause forbade exemption from taxation of "corporations for pecuniary profit," and both of these decisions were on this identical proposition, affirmed by the U. S. Supreme Court. St. Louis, &c., *v.* Berry, 41 Ark., 509; 113 U. S., 475; and L. & N. R. R. Co. *v.* Palmes, 19 Fla, 231, and 109 U. S., 253, 254. And this construction is reaffirmed in Keokuk, &c., *v.* Missouri, 152 U. S., 310, 311. The word "subject" should have been given its plain, popular signification, occurring in the connection it did, in a great popular instrument—the Constitution—the very signification attached to it by the Supreme Court of the United States. We prefer to align ourselves now with that court in this matter, and overrule Miss. Mills *v.* Cook on that point.

It passes all understanding how the court could gravely hold, in Miss. Mills *v.* Cook, that a solemn declaration in the constitution of a State—its organic law—formulating fundamentally great lines of public policy—that "the property of all corporations for pecuniary profit" should be subject to taxation *the same as that of individuals*, added no new feature, but merely stated what was the law before and without the declaration, to wit: that the "property of corporations for pecuniary profit" was *liable* to taxation. All the world knew that before!

583 Judge Campbell, in his dissenting opinion, in Beck *v.* Allen, 58 Miss., at p. 177, most wisely said: "Subtilty and refinement and astuteness are not admissible to explain away an expression of the sovereign will. The framers of the Constitution, and the people who adopted it, must be understood to have intended the words employed in that sense most likely to arise from them on first reading them." Doubtless the rule of *stare decisis* is a wise rule, and one not likely to be infringed. But instances justifying its disregard find manifold illustration in the reports. And surely, stronger reasons for not applying it can never arise than, where, as here, to disregard it, restores to the sovereign the exercise of one of the highest attributes of sovereignty—the taxing power, and merely requires that corporations for pecuniary profit, constantly demanding and securing the protection of the Government, shall also bear

their just share of the burdens of taxation. We feel, therefore, confident of the propriety of overruling, as we now expressly do—the Lambert case, and the case of Cook *v.* Miss. Mills, *supra*. There are other views leading to the same conclusion, which we may embrace in the opinion yet to be filed. What we have said, is a mere summary of the holdings set forth.

Reversed and remanded.

WOODS, *C. J.*, dissents and submits this mere outline of the grounds of his dissent. His dissenting opinion will be filed after the opinion of the majority of the court shall have been prepared and filed.

1. The decision of this court in the case of Natchez, Jackson and Columbus Railroad Co. *v.* James W. Lambert, tax collector, 70 Miss., is *res adjudicata* as to the taxes sought to be recovered on the property of the N., J. and C. R'd Co. for the years 1891–'2. My brethren admit that that decision is *res adjudicata* as to the property of the railroad in the county of Adams. How they distinguish between the property in Adams county and that in the other counties through which the line of that railroad runs, is utterly incomprehensible. The question in the case was not whether the railroad's property in Adams county was exempt from taxation, but whether all the property of that railroad was liable for taxes.

2. The decision in the Lambert case is *res adjudicata* as to claim now propounded by the State for taxes on all the property of the N., J. and C. railroad for the subsequent years 1893, 1894 and 1895. The parties to the former litigation and those to the present are the same, the issue—the question—is the same, the exemption or non-exemption of that railroad from taxation, and under all authorities in such case, a prior judgment is *res adjudicata*, and is a good defense to a second suit. But this very question was determined, in perfect accord with the foregoing view, by the Supreme Court of the United States in the case of New Orleans *v.* Citizens' Bank, 167 U. S., 571. No opinion of any court of last resort holding a contrary view has been unearthed by any one after most exhaustive search.

3. As to the property, other than that of the Natchez, Jackson and Columbus railroad, for which exemption is claimed in this suit, the sound doctrine of *stare decisis* is of striking application, under the decision of the Lambert case. That decision established a rule of property, and under the view entertained by my brethren, that rule is utterly disregarded, the rights of the defendant thereunder denied any recognition, and its property deliberately burdened in an enormous sum.

4. It may well be contended that, as to *all* the property of the Yazoo and Mississippi Valley railroad, for which exemption is claimed, the Lambert decision is *res adjudicata*. The parties in the Lambert suit and this are the same, and the issues the same. The questions in the Lambert case were, has the consolidation by merger of the L., N. O. & T., with the Y. and M. V. R'd (the N., J. & C. having been theretofore absorbed by the L., N. O. and T., by pur-

chase) destroyed the exemption claimed by the L., N. O. and T. railroad on its property; and was that exemption conferred by the charter valid, or violative of the constitution of 1869? Those are exactly the questions involved in the case before us now, and in a controversy between the same parties.

5. But that all the property of all of the railroads entering into and forming the Yazoo and Mississippi Valley railroad, whose charters gave them the exemption now claimed, should be protected from the imposition of taxes amounting to a half million of dollars, or more, under the righteous rule of *stare decisis*, seems to be too clear to the judicial mind to require argumentation. Not only the Lambert case, decided more than five years ago, but also the case of Mississippi Mills *v.* Cook, 56 Miss., decided more than twenty years ago, declared the exemptions claimed repealable at the will of the legislature, and not violative of section 13, article 12, constitution of 1869. In both cases, the charter exemptions were carefully considered and their character declared and the constitutional provisions, with which they were supposed to conflict, expounded and clearly interpreted.

Since the decision of Cook's case, which, besides defining the character of the exemptions claimed, then and now, and dis-
584 tinctly declaring them not in violation of the constitution then in force declared a rule of property, the charters were granted under which the Y. & M. V. R'd Company here claims the exemptions set up. It was undoubtedly, in large part, because of these exemption features in the charters thus granted, after the decision in the Cook case, and in reliance upon that decision, that the appellees constituent members, having such charter exemptions, came into the State, constructed long lines of railway and expended millions of their money. While the railroads knew, of course, that their exemptions were subject to repeal, they could not have foreseen that this repeal would be made, by judicial legislation. If ever there was a case in which the doctrine of *stare decisis* should be observed, this is the case.

It is worthy of serious consideration that the majority of the court should pay deference to the opinions of two courts of sister States in constructing the words "subject to taxation," contained in the constitutions of their States, and treat with almost contemptuous indifference the opinion of the very remarkably able court of this State which, twenty years ago, after elaborate consideration, in separate opinions of each of the judges, differently interpreted those words, all of the judges thoroughly agreeing that this exemption was not in conflict with that provision of the constitution of 1869, which declared that the property of corporations for pecuniary profit shall be subject to taxation the same as that of individuals. The spectacle thus presented to the legal mind is both humiliating and amazing, as it strikes me.

6. It will be difficult to harmonize the opinion of the majority of the court with the saving clause of the 181 section of our constitution of 1890. "Exemptions from taxation to which corporations are legally entitled at the adoption of this constitution, shall remain in

full force and effect for the time of such exemptions as expressed in their respective charters, or by general laws, unless sooner repealed by the legislature" is the clear and explicit language of that 181 section. Undoubtedly, under the case of Miss. Mills *v.* Cook, and numerous later decisions following and reaffirming that case, this railroad company was legally entitled to the exemption claimed. The highest court in the State had so declared, and this saving clause was inserted by the constitutional convention with full knowledge of the Miss. Mills case, and those following it, and the exemption has never been repealed by the legislature.

Can this court do that by judicial legislation which the constitution declares shall be done by the legislature only?

7. The Lambert and the Cook decisions are themselves supported by reason and authority, and should not be overruled. It is lamentable if no opinions, however supported in reason or by authority, and no matter what rights may have arisen under them, are to be permitted to stand simply because not in agreement with the personal views of succeeding judges. No greater reproach can be fixed upon the judiciary, no greater calamity can befall the State than to have it understood that, with every change in the mere membership of the court of final resort, the law as solemnly declared by former courts, composed of different membership, is to be unsettled, and again and again unsettled, by every succeeding court, simply to enable new judges to exploit their peculiar views. In such case, all notion of stability and fixedness is gone, and absolute uncertainty and endless confusion will be introduced into our jurisprudence.

From such a condition I recoil, and am therefore compelled to dissent from the conclusion reached by my brethren. I have the profoundest respect for my brethren, and I disclaim any desire or purpose to reflect upon them or their course, in any degree whatever. But I must follow the voice of my own conscience, and the command of my own judgment.

585 STATE OF MISSISSIPPI:

In the Supreme Court.

WIRT ADAMS, Revenue Agent,
v.
YAZOO & MISSISSIPPI VALLEY COMPANY ET AL. } 8629.

Comes The Yazoo & Mississippi Valley Railroad Company and The Illinois Central Railroad Company, appellees and cross-appellants herein, and move the court to withhold the mandate herein until they can have a reasonable time to present a suggestion of error in the opinion herein rendered.

MAYES & HARRIS,
For the R. Road Companies.

Endorsed: Filed June 23rd, 1898. E. W. Brown, clerk.

And on the 25th day of June, 1898, the following order appears:

WIRT ADAMS, State Revenue Agent,
v.
YAZOO & M. V. R. R. CO. ET AL. } 8629.

Came counsel for appellees and, by leave of court, withdrew their motion to withhold mandate.

586 And on June 27, 1898, the following suggestion of errors was filed:

STATE OF MISSISSIPPI,
County of Hinds, First District.

In Supreme Court, at the March Term, 1895.

WIRT ADAMS, State Revenue Agent, Appellant,
v.
YAZOO & MISSISSIPPI VALLEY RAILROAD COMPANY ET AL., Appellees,

and

YAZOO & MISSISSIPPI VALLEY RAILROAD COMPANY ET AL., Cross-appellants,
v.
WIRT ADAMS, State Revenue Agent, Cross-appellee.

Suggestion of Errors.

Come The Yazoo & Mississippi Valley Railroad Company and The Illinois Central Railroad Company, the appellees and the cross-appellants in the cause above entitled, and respectfully suggest error in the decision of the court herein rendered on the 21st inst. in said cause, and as grounds of their suggestion submit as follows, to wit: We shall not undertake, in this suggestion of errors, to go into the minute details of the very many questions which have been presented in this cause and were argued *in extenso* in the printed brief which we have filed heretofore, but shall content ourselves with indicating concisely the salient features of fundamental error which seem to us to have been committed by the court herein.

The decision of the court, as announced in its outline opinion, filed in this cause in conformity to the statutes of this State, in the construction announced in regard to the effect of the consolidation between the Yazoo & Mississippi Valley Railroad Company and the Louisville, New Orleans & Texas Railway Company, and in regard to the effect of section 180 of the constitution of Mississippi and section 279 thereof upon such consolidation and upon the privilege at that time enjoyed by the Louisville, New Orleans
587 & Texas Railway Company under and by virtue of section 5 of the act of 1882, and the overruling of the Lambert case, and the overruling of the case of The Mississippi Mills *v.* Cook, 56

Mississippi, we maintain, in brief, to be a violation of the rights guaranteed to the said railroad companies by the Constitution of the United States.

We claim that those State constitutional provisions so interpreted and this decision in its effect impair the obligation of the contract rights of said companies, their creditors & stockholders, and also that it deprives said companies, their creditors & stockholders, of their property without due process of law, and also that it denies to them the equal protection of the law, each of which is forbidden by the Constitution of the United States.

In order to put the court in possession of our views upon this subject, especially in its relation to the Constitution of the United States, we call the attention of the court as follows briefly to the legislative and judicial history of these transactions, all of which more fully appears in the record before the court:

On the first day of November, 1869, the constitution of the State of Mississippi, known as the constitution of 1869, became operative. One of its sections was section 13, art. 12, as follows: "The property of all corporations for pecuniary profits shall be subject to taxation the same as that of individuals."

Shortly thereafter, in 1870, the legislature of this State passed the charter of the Mobile & Northwestern Railroad Company, which contained the celebrated section 21 thereof which is repeatedly set forth in the record herein.

At the same session of the legislature section 21 of the Mobile & Northwestern charter was, by another act of the legislature, made applicable to various companies; amongst others, to the Memphis & Vicksburg Railroad Company and the Natchez, Jackson & Columbus Railroad Company.

At the April term, 1878, twenty years ago, this court de-
588 cided the celebrated case of The Mississippi Mills *v.* Cook, which in its present decision the court now undertakes to overrule. In that case it was determined that section 13 of article 12, above quoted, did not mean that the property of corporations should be taxed and it did not mean to announce the abstract proposition that such property was taxable, but that it did mean and meant only that such property should always remain subject to the power of the legislature to impose taxes upon it and such power should not be contracted away, but that exemptions might be granted, subject always to the power of the legislature to repeal such exemption at any time it saw proper.

This case was not only decided twenty years ago, but it has been expressly followed, and the principle of it has been recognized and applied in numerous cases scattered through the twenty years which have followed its rendition until now. See McCulloch *v.* Stone, 64 Miss., decide- at the October term, 1886; R. R. Co. *v.* Thomas, 65 Miss., October term, 1888; Bank *v.* Worrell, 67 Mississippi, October term, 1889; Attalla County *v.* Kelley and Railway Co. *v.* Taylor, 68 Miss., October term, 1890; Railroad Company *v.* Lambert, 70 Mississippi, March term, 1893.

In the year 1880 a new code was adopted in the State of Missis-

sippi, on- of the provisions of which subjected all the railroads in the State to taxation.

On March 3rd, 1882, was passed the act which constitutes the *the* charter of the Louisville, New Orleans & Texas Railway Company, with an amendment adopted in March, 1884, and said act of 1882 contained within it as section 5, but as an independent and original enactment, the 21st section of the Mobile & Northwestern charter.

At the same session of the legislature in 1882 was also incorporated the railroad company which we know as "the Baton Rouge Company." The Louisville, New Orleans & Texas Railway Company was formed in 1884 by the consolidation of the Memphis &
Vicksburg Railroad Company and the Baton Rouge com-
589 pany with a Tennessee company and a Louisiana company
under and by virtue of the acts aforesaid. The construction of their railroad was begun in the summer of 1882, and the through connection between the various working gangs was made in the latter part of the year 1884.

In the year 1890 the act of that year was passed whereby the Natchez, Jackson & Columbus Railroad Company was authorized to sell its franchises, rights, etc., and in said year it did sell the same by deed of conveyance to the Louisville, New Orleans & Texas Railway Company.

Then came the adoption of the existing constitution of Mississippi, including sections 180 and 279 aforesaid, in the year 1890, on Nov. 1st. Afterward, in July, 1892, the Illinois Central Railroad Company purchased first-mortgage bonds of the L., N. O. & T. to the amount of thirteen millions and second and third mortgage bonds to the amount of eight millions of each, and the Miss. Valley Company purchased the stock of the L., N. O. & T. as set forth in this record.

Afterward, in October, 1892, the Louisville, New Orleans & Texas Railway Company and the Yazoo & Mississippi Valley Railroad Company were consolidated as is set forth in the declaration in this cause and appears in the record herein, such consolidation being the consolidation in question.

Thereafter, in the latter part of the year 1892, the sheriff of Adams county, in the State of Mississippi, undertook to collect privilege and ad valorem taxes on the property of the Natchez, Jackson & Columbus Railroad Company, and his attempt was resisted by injunction filed by the Yazoo & Mississippi Valley Railroad Company (and one of these parties) and by the Natchez, Jackson & Columbus Railroad Company, such bill being the suit known as the Lambert suit and now overruled in this cause.

That suit was decided adversely to the railroad companies in the court below, but on appeal to this court, by its decision rendered at
the March term, 1893, this court held that the privilege con-
590 ferred upon the Natchez, Jackson & Columbus Railroad Company, to which section 21 of the Mobile & Northwestern Railroad Company had been likewise extended, was not lost, either by the sale of 1890 or by the consolidation of 1892, and in the very opinion which this court has now rendered the court ad-

mits the fact that the Lambert case did decide that the consolidation of 1892 was a merger merely, and that the point was decided as we here now stated, and the court now undertakes to avoid the operation of that decision, not by qualifying and discriminating, but by the overruling of the Lambert case expressly.

In holding that the privilege conferred on the Louisville, New Orleans & Texas Railway Company was an exemption from taxation subject to the 13th section of article XII of the constitution of 1869, and that the provisions of the constitution of 1890 had anything to do with it (that is, the provisions on taxation of corporate property), and overruling the Mississippi Mills case, the court is impairing the obligation of a contract, indeed several contracts, protected by the Federal Constitution.

Section 21 of the charter of the Mobile and Northwestern Railroad Company did not grant an exemption from taxation. It did not even profess to do so. The scheme was of entirely different character. It proceeded on the theory of a regular assessement for taxation and a liability for taxes imposed by that assessment, which liability so incurred might, under certain conditions precedent, be discharged or paid in a certain way—that is, by the company so liable to the taxes to those creditors of the company whose debts were construction debts, instead of being paid to the usual collecting officers of the State and of the counties and towns. The company was not relieved from paying taxes; it was only authorized to pay in a certain way; they were to be paid none the less. As the act itself recited, the State expected to receive (as it has received) great benefit from the construction of the road in the Mississippi bottom,

and it was willing to aid in the construction. The aid so
591 extended was, in effect, exactly the same as if the State had made an appropriation of money to be paid each year equal to the total taxes for which the company would be liable for twenty-five years and *ahd* coupled the appropriation with a condition that the money so appropriated should be by the company applied to the payment of its construction debt. Why not the State give an aid and measure the extent of that aid by the amount of taxes payable by the company? If that was the desire of the legislature, why, then, require the vain and useless thing of a collection of the money in fact and a subsequent independent repayment of an equal sum to the company? Nor is that all. If the appropriation had been so framed as to require the actual collection of the money first and its subsequent repayment to the company for the purposes indicated, two other troubles would have existed which were avoided by the shape given to the law: 1, the company receiving the appropriation might or might not in good faith afterwards apply the money to the payment of construction debt, while — the act as framed the payment to the construction debt had actually to be made by the company before ever it could get its tax receipts from the State collection officers; and, secondly, the statute was so drawn as to place the incidence of the aid so extended not upon the State alone, as would have been the case if the appropriation had been made payable from the State treasury in a sum equal to the total taxes, but upon the

State and the counties and towns benefitted in proportion to the benefit conferred.

We insist that it was not an exemption from taxation at all, but that the actual payment in cash of the taxes assessed was required and has been made. Only the taxes were made payable in an unusual direction and in an unusual way, which was entirely within the power of the legislature. In fact, the State was parting with nothing by this scheme. There was no road, and what it gave was contingent entirely on the road's building. Financially it was only the postponement of a profit until a future day in order to
592 secure the creation of what yield the profit after that day and might never yield it otherwise; and as to the method of the disbursement of the amount annually appropriated in aid, through the company itself, that was sagacious and shrewd, because it secured the company's special knowledge and assistance in the determination of what were true construction debts and in the amount of those debts which were to be extinguished by the appropriation made.

The scheme and agreement, then, was not one of exemption. It was one of payment in special mode to certain indicated payees, in whose aid, as well as in the aid of the company, the State made what was in effect a standing appropriation for twenty-five years, and the provisions about exemptions in the constitution of 1869 and 1890 and the Mississippi Mills case had nothing whatever to say to it.

Suppose it to be true that the matter was given that shape in or— to avoid the constitutional provision of 1869, what difference does it make? This court cannot impute dishonest motives to the legislature. If the plan selected was not an exemption, if it was not a surrender by the legislature of its taxing power, what difference what were the motives that led the legislature to do this thing? The thing was not immoral in itself. It was eminently wise and has proven most fortunate in its result. What good reason is there why, if the legislature could not do one thing in aid of the project, it should not do something else? Is the court ready to hold that because the constitution may prohibit the legislature to lend aid in a certain way it is thereby debarred the *the* right to lend him aid in any way? Yet this is the effect of the court's argument.

We know of no reason and of no decision, even in States where the legislature has no right to make an exemption in aid, why or that it may not pay money out of the treasury in a lump sum before the improvement is begun in order to secure it or pay out money annually during the construction. What greater legal objection can there be or what constitutional obstacle to the legislature's
593 securing a public benefit by paying for it out of the public treasury than to its buying anything which the public needs? If the State had agreed to appropriate a bonus of $1,000,000 a year for twenty-five years on condition of the building and continued operation of the railroad, it would unquestionably have been valid; and, if so, how can the cautionary details that the amount appropriated is made variable, fixed by the amount of taxes payable (that is

in proportion to the values created by the road) and is made payable to a particular class of persons who have a great equity and made payable in a certain mode—how can those cautionary and wise details materially affect the power of the legislature or the essence of the transaction? To hold that it does is to hold that what the legislature may do without safeguards is unconstitutional if safeguarded.

The court will remember that this statute was not pleaded as a statute of exemption. This is manifest from a reference to the plea itself in the record. The plea is one of payment made in accordance with the statute, and the plaintiff's third replication to that plea distinctly put in issue the fact of payment of such sums of money during the current years respectively.

The effect of the court's present decision is to make the company pay those taxes twice, first to the construction creditors under the statute, secondly to the revenue agent under the proposed judgment herein.

We therefore claim that not only does the decision impair the obligation of our contract by converting a contract of continuing appropriation into an exemption, and thereby bringing it under a constitutional rule not properly applicable to it, but also it is a deprivation of property without due process of law and a denial of equal protection of the law by forcing by the company of the payment of taxes already paid in conformity to the statute.

The court will remember that the statute spoken of above as section twenty-one of the Mobile & Northwestern charter was
594 afterwards enacted independently in 1882 as section V of the Louisville, New Orleans and Texas charter, and it is referred to here under the designation of section 21 only because that was the first appearance of the statute in our legislature and was adopted in the L., N. O. & T. charter under that designation.

We now pass to a different proposition: Suppose it be true that section 21 (sec. V of the act of 1882) be, as this court treats it, in fact, an exemption and liable to be dealt with as such, then still we maintain that the decision of this court in overruling the Mississippi case and in condemning it by the provisions of the constitution of 1869 and by the provisions of the constitution of 1890, as they have done, violates the provisions of the Constitution of the United States:

1. By impairing the obligation of several contracts.

2. By depriving the railroad companies and their stockholders and their creditors of their property without due process of law.

3. By denying to said companies and their stockholders and their creditors the equal protection of the laws.

Considering the statute as a statute of exemptions, what was the history of these transactions and how does this decision operate?

Section 13, art. XII, of the constitution of 1869 became operative in November, 1869.

The Mississippi Mills case was decided in 1878. By that decision the constitutional provision was construed. It was determined by this court the final expositor of the meaning of the State constitution to be that the legislature was not denied the power to make ex-

emptions, but only that it was denied the power to make exemptions which should constitute contracts so that a subsequent legislature would be deprived of the power to tax. With that decision standing in full force, unchallenged and unqualified, the act of 1882 was passed and accepted, which constitutes the charter of the L., N. O. & T. Company. Section V of that act (sec. 21 of the Mobile and Northwestern) was therefore passed by the legislature and accepted
595 by the company in the light of that decision, and the construction placed by this court on the constitution (a direct adjudication of the constitutionality of the statute) was under all the rules of construction a part of the act itself and of the contract of incorporation.

The companies so incorporated then go to work and in 1882 to 1886, with that decision standing as the law of the State, they expend, as shown by the records of this case, nearly twenty millions of dollars in the construction of these roads.

The Mississippi Mills case was either directly or expressly affirmed and its decision accepted and recognized as existing law *sub silentio*, as not within the field of discussion any more, in the following decisions of this court: McCulloch *v.* Stone, 64 Miss., October term, 1886; Railroad Company *v.* Thomas, 65 Miss., October term, 1888; Bank *v.* Worrell, 67 Miss., October term, 1889; Attalla County *v.* Kelley and Railroad Co. *v.* Taylor, 68 Miss., October term, 1890.

After all these decisions, six in number, covering twelve years of judicial history of this State, in July, 1892, reposing thereon, the Illinois Central Railroad Company purchases, as shown by the record herein, bonds of the L., N. O. & T. Co. as follows:

$13,805,000 of the first-mortgage of 1886.

$8,731,000 of the second-mortgage of 1886.

$8,347,000 of the third-mortgage bonds of 1886.

On which bonds the second and third mortgages were dependent upon the net earnings of the road over operating expenses and taxes for their interest, the third mortgages not even being cumulative from year to year on the basis of profits, but depending on the earnings of each several year.

At the same time and under the same conditions the Miss. Valley Company (not the railroad company, but a promoting corporation) purchased nearly all of the stock of the L., N. O. & T. Company.

And moreover, depending on said decisions, the two companies, the L., N. O. & T. and the Y. & M. V. Co., consolidated in
596 October, 1892, and cast their lots together. The companies in their corporate capacity acted, the stockholders acted, and a consolidation was made. It is certain that such action was taken in view of the then expounded law, as announced by the supreme court of this State. How else?

And in March, 1893, that exposition was reaffirmed in respect to this very company's property; in respect to this very statute; in respect to this very consolidation of 1892, as this court in its present opinion admits, and now, for the first time in this case, in June, 1898, this court proposes to overrule the Mississippi Mills case; to

impart a totally new meaning to the constitution of 1869; to ridicule and belittle the decision of the court in that case; to overrule all of the six cases which followed it, over twenty years of recognized judicial construction; to give to all of these business transactions and contracts a force and significance and pecuniary value different from what they were declared to have when transacted; to subject *to* the second and third mortgage bonds purchased by the Illinois Central and all other purchasers thereof, and also the stock purchased by the Miss. Valley Company in 1892, to a fixed and preferred tax charge of $100,000 per annum, to which they were judicially declared to be not subject when they were purchased; to subject the stockholders of Y. & M. V. stock who went into the consolidation of 1892 with the L., N. O. & T. to a tax-expense account against the property brought into the consolidation by that company, to which it was judicially declared to be not subject at the time of the consolidation of $100,000 per annum; to affect the "new company" itself by such a charge, etc., etc. It would be an useless consumption of time to attempt to run out all of the consequences of this decision. The foregoing considerations are examples, and examples of a most startling character.

It is no answer to the foregoing propositions to say that the Mississippi Mills case itself held that the "exemption" was revocable.

That is true, but it is an essentially different thing. The de-
597 cision was that an exemption could be revoked by the legislature, and the legislature has never revoked it. It was never contemplated that the thing could or would be done by a judicial decision, which the chief justice calls "legislation," retroactive over twenty years and subverting millions upon millions of property rights which had vested under the law as declared.

For these reasons, meagrely outlined, we insist that the decision, and the effect announced by it as that of the two constitutions, impairs the obligation of contracts which were made in contemplation of the announced law at the time of their making; that they deprive the companies and the holders of their bonds and the holders of their stock and of their property without due process of law, and at the same time deprives them of the equal protection of the law.

Nor is that all: The Lambert case was decided in March term, 1893, and now, after more than five years, this court proposes to overrule that case also. Is it not a rule of property? Have people not been buying and selling these bonds and this stock under it for five years? And this court expressly admits that the Lambert case did hold the validity of the exemption; did hold the continuance of the "exemption;" did hold the consolidation to be a merger, and that a new company was not formed; did hold that the consolidation of 1892 made no change in the status, and admits that in order to reach the result now declared it is necessary to overrule that case. In the face of such facts where is the security for property right? On what basis can men buy and sell? If it be not the function of the Constitution of the United States to protect people from such subversion of the declared law, whether by legis-

lative or judicial action, then what is the function of that Constitution?

We pass to another proposition: In holding that the consolidation of 1892 was not such a consolidation as operated by way of merger, but created a new company, and in overruling the
598 Lambert case on that point, and in holding that it was not *res adjudicata* on that point, this court in this decision, which brings, by that process of reasoning, the Y. & M. V. Railroad Company subject to section 180 of the constitution of 1890, impairs the obligation of the contract of consolidation between these companies and the contract right of their stockholders, and deprives the companies and stockholders of the property without due process of law, and deprives them of the equal protection of the laws.

We deny the correctness of the construction of the charters of the companies announced by the court, to the effect that they contemplate only a consolidation by way of extinction of both of the constituent companies and the formation of a new company, and we affirm that such charters constituted authority in the consolidated companies to consolidate after either manner.

And the undisputed testimony herein is that the companies intended not to form a new company, but to consolidate by way of merger, retaining the autonomy of the Y. & M. V. Company. It is expressly so stipulated in the contract of consolidation, and the undisputed testimony of Mr. Welling is that, as a fact, the stockholders of the L., N. O. & T. have never surrendered their stock in that company to this very day, or rather up to the day of the trial in the court below.

And this court in the Lambert case, in which this point was adjudicated and involved by necessity, adjudged that such was the effect of the consolidation, and that the constitution of 1890, sec. 180, had nothing to say to it.

But now over goes the Lambert case after five years, and a new phase is given to the whole matter.

In no State in this Union have the charter rights of corporations and the rights of stockholders in corporations growing out of the charters been more vigilantly and jealously guarded than in the State of Mississippi. Our law has long been settled that such charters constitute contracts, and the whole charter and all
599 of its provisions constitute contracts; that a charter cannot be parcelled out and this or that feature held to be incidental and unessential, but it is all contract, each and every provision. Whatever may be the law of some other States, the law of Mississippi has been, until this decision, that the consolidation clauses of a charter are as much part of the essential frame of the charter contract as any other clauses, and the effect of a consolidation, when made, is to be determined by those charters as they were framed. It was not possible, even by constitutional amendment or the adoption of a new constitution, to attach any other or different consequences to such a consolidation, even though the consolidation be not made until after the new constitution, than would have attached under the charters before the constitutional charge—than would be

possible by such new constitution to change any other contract features of the pre-existent charters.

And we affirm that the effect of the consolidation of 1892 must be determined by reference alone to the charters of the consolidating companies and the existing general law, constitutional and statutory, at the time when such charters were granted. The constitution of 1890 could not under the constitution of the United States affect the question at all. The State could not by such constitution impress a new will upon the pre-existent right of the companies to consolidate, with certain incidents therefrom, and declare new incidents and new consequences.

Moreover, the State did not undertake to do so. Section 279 of the constitution expressly denies that idea. It expressly reserves all the privileges of existing charters, and we insist that the court has greatly erred in the construction which it has given to that section. It was not the intent of the constitution of 1890 to affect in any way either the contract rights or mere privileges theretofore granted; its intention was prospective wholly. But this decision gives a very different effect, and an effect which would be violative of the Federal Constitution as to contract and due process of law and equal protection of the law.

What we contend for above in this regard was by this court in the Lambert case, decided five years ago, expressly decided to be the law, and under that decision all sorts of interests have vested and liabilities been incurred; but now this court, in this decision, while admitting such to be the decision in the Lambert case, undertakes to overrule that case in order to declare a totally different rule. We claim protection of the Federal Constitution as stated above.

Respectfully submitted.

MAYES & HARRIS,
Att'ys for I. C. & Y. & M. V Co.'s.

600 Supreme Court of Mississippi.

I, E. W. Brown, clerk of said court, do hereby certify that it is the practice of the court, where suggestions of error are denied or overruled, to return same without endorsement thereon and without an order of entry on the minutes of the court denying or overruling the same, and that the suggestion of error in the case of Wirt Adams, State revenue agent, *v. & ats.* Y. & M. V. R. R. Co. took this course in the recent trial of said cause in case No. 8629, of the March term, 1898.

Given under my hand and the seal of said court this the 22nd day of March, 1899.

[Seal Supreme Court, State of Mississippi.]

E. W. BROWN, *Clerk.*

STATE OF MISSISSIPPI,
601 *County of Hinds, First District.*

In the Supreme Court, at March Term, 1898.

WIRT ADAMS, State Revenue Agent, Appellant,
v.
THE YAZOO & MISS. VALLEY R. R. CO. ET AL., Appellees,

and

YAZOO & MISS. VALLEY R. R. CO. ET AL., Cross-appellant,
v.
WIRT ADAMS, State Revenue Agent, Cross-appellee.

Comes The Yazoo & Mississippi Valley Railroad Company and The Illinois Central Railroad Company, appellees and cross-appellants herein, and move the court that it withhold its mandate in this cause to the court below until the opinion of the court herein shall have been prepared and filed in order that such mandate shall be accompanied by a copy of such opinion as in the statute is in such case provided.

Respectfully submitted.

MAYES & HARRIS,
Att'ys for Motion.

Endorsed: 8629. Filed June 30, 1898. E. W. Brown, clerk, by C. C. Campbell, D. C.

And on July 1st, 1898, the following order was rendered on the above motion:

WIRT ADAMS, Rev. Ag't, &c.,
v.
Y. & M. V. R. R. CO. ET AL. } 8629.

The court, having sufficiently examined and considered the motion of appellees to withhold the mandate, &c., doth order that said motion be denied.

602 Pleas and proceedings had and done at a regular term of the circuit court in and for the first district of Hinds county, Mississippi, begun and held at the court-room, in the city of Jackson, on the third Monday, being the 20th day, of June, 1898, before the Hon. Robert Powell, judge of the 7th judicial district of the State of Mississippi and presiding judge of said court.

Be it remembered that on the 4th day of July, 1898, there was filed in the clerk's office of said court a mandate from the supreme court of the State of Mississippi, which, with the endorsements thereon, is in words and figures following, to wit:

The State of Mississippi to the honorable the circuit court of Hinds county, 1st district, Greeting:

Whereas on the 20th day of June, 1898, the same being a day of the regular term of our supreme court, begun and held in the court-

room, in the capitol, in the city of Jackson, in said State, on the 1st Monday of March, in the year of our Lord 1898, the following final judgment was rendered by our supreme court, to wit:

WIRT ADAMS, State Rev. Ag't,
vs.
YAZOO & MISSISSIPPI VALLEY RAILROAD COMPANY ET AL. } No. 8629.

This cause having been submitted at a former term of this court on the record herein from the circuit court of Hinds county, first district, and this court, having sufficiently examined and considered the same and being of opinion that there is error therein, doth order and adjudge that the judgment of said circuit court rendered in this cause at the July term thereof, A. D. 1896, on the 25th day of July, 1896, be, and the same is hereby, reversed, both on the appeal and cross-appeal, and cause remanded, and that the appellees do pay the costs of this appeal, to be taxed, &c.

You are, therefore, hereby commanded that such execution and further proceedings be had in said cause as according to right and justice, the judgment of our supreme court and the law of the land, ought to be had.

Witness the Hon. Thomas H. Woods, chief justice of our supreme court, also the signature of the clerk, and the seal of said court hereunto affixed, at Jackson, this the 2nd day of July, A. D. 1898.

[SEAL.] E. W. BROWN, *Clerk*,
By C. C. CAMPBELL, *D. C.*

Endorsed: Filed July 4, 1898. F. B. Neal, clerk, by W. J. Brown, Jr., D. C.

603 *First Special Bill of Exceptions.*

STATE OF MISSISSIPPI, }
Hinds County, First District. }

In the Circuit Court, June Term, 1898.

WIRT ADAMS, State Revenue Agent,
vs.
YAZOO & MISSISSIPPI VALLEY RAILROAD COMPANY ET AL. } 2788.

Be it remembered that this day, being Monday, the 4th day of July, 1898, the third and last week of the term of this court, came on to be heard the above-entitled cause, and the defendants being called and appeared, by their counsel, and made inquiry of the court whether or not the mandate of the supreme court had been presented and filed in the court, and being informed that it had been so presented and filed, made inquiry further as to when it had been so presented, and were informed by the clerk of the court that it had been presented and filed on this day.

Whereupon the said defendants objected to any action or proceeding in this cause at this term of the court, for the reason that the document accompanying the said mandate was not an opinion of

the supreme court of the State of Mississippi, conformable to section 4381 of the Annotated Code of 1892, but that the said document showed on its face that it was a mere syllabus of an opinion which the court announced its intention, as is apparent on the said document itself, to file at a future date.

Whereupon counsel for the plaintiff stated that the defendants had on Thursday, the 30th June preceding, made a motion in the supreme court itself to the effect that the said supreme court withheld its mandate until said opinion should be prepared and filed, and that the said supreme court had overruled such motion, and this the counsel for defendant admitted to be true.

Whereupon the counsel for the defendants stated further that, in overruling said motion, the chief justice delivered no written opinion thereupon, and announced the overruling of said motion verbally from the bench, and stated in said announcement that the abstract filed by the majority of the court would stand for the opinion of the court for the present, and this the counsel for the plaintiff admitted to be true.

Whereupon the court overruled the objection of the defendants and ordered the said cause to be proceeded with, and the defendants excepted. The court making inquiry what the defendants had to say further in the cause, the defendants then inquired of the court when this cause had been reinstated upon the dockets of the court, and was informed by the clerk that the said cause had been reinstated upon the dockets of this court on this day.

Whereupon the defendants objected to the taking of any steps in this cause at this term of the court, for the reason that two weeks of the term had gone by, and this was the third and last week of the term, and this court has not the power under the statutes of this State, which require the trial docket to be made up before the term of the court begins, to send a cause to trial without the consent of parties thereto by docketing the cause on this day.

That the mandate of the supreme court shows on its face that the decision rendered by the supreme court was not rendered until after the term of this court had begun, and that the said cause could not be docketed properly at this term under the circumstances or called peremptorily for trial until the next term of this court.

The court overruled said objection and ordered the cause to be proceeded with; to which the defendants excepted.

And to the action of the court in overruling the objection of the defendants made first above and to the action of the court in overruling the objection of the defendants last above, as to time of said orders and rulings of the court, the said defendants tender this their special bill of exceptions, which is hereby signed and made a part of this record in this cause, this the 6th day of July, 1898.

Allowed.

ROB'T POWELL, *Judge.*

Endorsed: Filed July 7, 1898. F. B. Neal, clerk, by W. J. Brown, Jr., D. C.

604 *Bond and Petition for Removal to U. S. Court.*

STATE OF MISSISSIPPI,
County of Hinds, First District.

In the Circuit Court, at the June Term, 1898.

WIRT ADAMS, State Rev. Agent,
v.
THE YAZOO & MISSISSIPPI VALLEY RAILROAD Company *et al.*
} Petition for Removal to U. S. Court.

To the Honorable Robert Powell, judge of the circuit court, etc.:

Your petitioners, The Yazoo & Mississippi Valley Railroad Company and The Illinois Central Railroad Company, respectfully show to this honorable court that they are the only defendants in this suit, which is of a civil nature, and that the matter and amount in dispute in this cause exceeds the sum and value of two thousand dollars, exclusive of interest and costs.

Your petitioners further aver that this cause, as between the plaintiff and both of these petitioners, arises under the Constitution and laws of the United States, as your petitioners will now proceed to show.

On the first day of December, 1869, the people of the State of Mississippi adopted a constitution, commonly known since that date as the constitution of 1869, by which the then existing constitution was displaced and abrogated. One provision of said constitution was section 13 of article XII, which is as follows:

"The property of all corporations for pecuniary profits shall be subject to taxation the same as that of individuals."

Shortly thereafter the legislature of the State of Mississippi, on the 20th day of July, 1870, incorporated the Mobile and North Western Railroad Company, and of that charter of incorporation the 21st section was in words and figures as follows, to wit:

"SECTION 21. Be it enacted, That in consideration of the construction of the railroads provided for herein, and of the great benefit which the State will receive in the development of its agricultural resources by means of said railroads as works of internal improvement, and also of the increased value which will thereby be added to the property of the State, thus enabling the State to greatly increase its revenue without additional and burdensome taxa-
605 tion upon the people, the State hereby agrees with said company (and which agreement is irrepealable) that all taxes to which said company shall be subject for the period of thirty years, are hereby appropriated and set apart, and shall be applied to the payment of the debts and liabilities which the said company may have incurred in the construction of said road, or for money borrowed by said company upon lands or otherwise, to be used in constructing said road, or paying debts incurred by said company in constructing the same; and it shall be the duty of the tax collector

in every county in each and every year, to give the said company a receipt in full for the amount of said taxes upon receiving from said company an affidavit made by the president or cashier of said company, that the amount of said taxes have actually and in good faith been paid and applied by said company during the year, in the payment of the debts incurred, or money borrowed as aforesaid, and which receipt so given shall be in full of all taxes, county, State and municipal, to which said company shall be subject; provided, however, that whenever the profits of said company shall enable it to declare and pay to the stockholders an annual dividend of eight per cent. upon its capital stock over and above the payment of its debts and liabilities, then the appropriation of the taxes aforesaid shall cease, and said taxes shall be paid by said company to the tax collector, to be by him paid over as required by law" (Charter Book, p. 172; Acts 1870, p. 268).

At the same session of the legislature of said State, on the 8th day of August, 1870, that body passed another act, entitled "An act supplemental to the acts of incorporation of certain railroad companies," whereby the benefit of said section 21 of the charter of the Mobile and North Western Railroad Company was extended to and conferred on certain other railroad companies there-fore incorporating but not yet building their proposed roads, and amongst them the Vicksburg & Memphis Railroad Company and to the Natchez and Jackson Railroad Company (afterwards styed the Natchez, Jackson and Columbus Railroad Company).

At the April term, 1878, of the supreme court of the State of Mississippi that court decided in a certain cause, since widely known amongst the members of the bar of said State as the Mississippi Mills case, in which was litigated and determined the meaning of the foregoing provision in the said constitution of 1869, and by that decision the said supreme court announced and declared the true meaning of said provision to be:

(1) Not a mere declaration that corporate property should be liable to be taxed the same as that of individuals, and (2) not a declaration that it should be actually subjected to such taxation, so that the legislature was denied the power to grant exemptions, as theretofore, but (3) that the legislature should not thereafter have the power to make grants of exemptions which should be contracts irrepealable by subsequent legislatures, and that the matter of corporate taxation should always be controllable by the legislatures successively.

This decision, rendered twenty years ago, has remained unchallenged and unmodified until now, and not only so, but it has been expressly followed or its principle applied without express citation in many subsequent decisions of the said supreme court, to wit, in McCulloch *v.* Stone, 64 Miss., decided at the October term, 1886; in Railroad Company *v.* Thomas, 65 Miss., decided at the October term, 1888; in Bank *v.* Worrall, 67 Miss., decided at the October term, 1889; in Attala County *v.* Kelly and in Railroad Co. *v.* Taylor, 68 Miss., decided at the October term, 1890, and in Railroad Company *v.* Lambert, 70 Miss., decided at the March term, 1893.

And ever since that decision the practical construction, contemporaneous in character, by the various departments of the State, legislative and executive, has been in accordance therewith until now.

In the year 1890 a new code was adopted in this State, one of the provisions of which subjected all railroads in this State to taxation, and thereby all outstanding exemptions were terminated, except such as were by contract right antedating said constitution of 1869.

On the 3rd day of March, 1882, was passed by the legislature of said State an act which constitutes the charter of a railroad company known as the Louisville, New Orleans and Texas Railway
606 Company, together with an amendment, not material here, adopted in March, 1884. The said act of 1882 contained in it as section V thereof a provision granting to the company to be organized under the act as a new and independent grant by reference to it the said section 21 of the Mobile and Northwestern charter and the benefits thereof as fully as if the same were set forth in said act of 1882 as section 5 thereof. Said act authorized, as amended, the company chartered thereby to be formed out of the Vicksburg & Memphis Company aforesaid and any other railroad companies of this State or of any other State or States of the Union. Accepting the terms and offers of said act of 1882, so amended, the said Vicksburg & Memphis Company and three other railroad companies undertook the construction of a railroad from Memphis, in the State of Tennessee, to New Orleans, in the State of Louisiana, by way of Vicksburg, in this State, and got the same through in the year 1884, expending thereon many millions of dollars, and forming by their consolidation, in accordance with the terms of said act as amended, in the year 1884, the said Louisville, New Orleans & Texas Railway Company.

The said railroad was not constructed or equipped by the said company itself, for it had not the means to do so. But it was constructed and equipped by a construction company which furnished the necessary money and had the work done and the equipment supplied and received therefor as its compensation from the railroad company the entire capital stock of the company, five millions of dollars in amount, and, moreover, the bonds of said Louisville, New Orleans and Texas Railway Company to the amount of many millions of dollars. Some of said bonds were first-mortgage bonds, binding the property of the said company. Others were second-mortgage bonds, which bound, amongst other things, the income of the company remaining after discharging the operating expenses of the road and the interest on the first mortgage and taxes. Others were third-mortgage bonds, which bound, amongst other things, the income of the road remaining after discharging the operating expenses and the interest on the first and second mortgages and taxes, the last class of bonds being non-accumulating, by which is meant that the income out of which the interest of any given year might be paid should be the income of that year only and not income of any other year.

In the year 1890 the legislature of said State passed an act whereby the said Natchez, Jackson & Columbus Railroad Company was empowered to sell its property, with all its rights, franchises, privileges, and immunities, and in that same year it did sell the same by deed of conveyance to the said Louisville, New Orleans and Texas Railway Company.

On the 1st of November, 1890, the people of the State of Mississippi, in convention, adopted the new and present constitution of the State, by which the constitution of 1869 was abrogated and superseded.

Afterwards, in July, 1892, the Illinois Central Railroad Company, a citizen and corporation of the State of Illinois, operating a railroad line in this State under lease, purchased of the foregoing mortgage bonds as follows: Of the first mortgages, thirteen millions of dollars; of the second and third mortgages, eight millions each; and, also, the Mississippi Valley Company, a Mississippi corporation (not the Yazoo & Mississippi Valley Railroad Company, but a different corporation), purchased almost all of the said Louisville, New Orleans & Texas Railway stock, in each instance paying large value therefor.

And afterwards, in October, 1892, the said Louisville, New Orleans and Texas Railway Company and the Yazoo & Mississippi Valley Railroad Company (the latter being a railroad company incorporated by the State of Mississippi in the year 1882), by virtue of the authority conferred upon them in their respective charters, were consolidated by way of merger, so that the existence of the former company was merged and sunken in that of the latter, and the existence of the latter company was continued unbroken, and no new company was formed. By said consolidation the former company carried into the consolidated company as part of its assets and property the railroad which had been railroad of the Natchez, Jackson and Columbus Company, together with the privilege of said section 21 thereunto pertaining; all of which had been acquired by said Louisville, New Orleans and Texas Company by and through the purchase of 1890, as stated above.

607 Thereafter, in the early part of the year 1893, a certain Lambert, sheriff of Adams county, in said State, undertook to collect privilege and ad valorem taxes on the property that had been the property of the said Natchez, Jackson & Columbus Railroad Company, and your petitioner, The Yazoo & Mississippi Valley Railroad Company aforesaid, and the Natchez, Jackson & Columbus Railroad Company, which was still in existence, enjoined the said collections, and on their bill of injunction such proceedings were had that the cause was appealed by said companies to the supreme court of this State and was decided by said court at the March term, 1893. In said decision the Mississippi Mills case was reaffirmed. It was furthermore decided that the effect of the section 21 aforesaid was that of a disguised exemption; that it was valid; that by the sale of 1890 it passed to the Louisville, New Orleans & Texas Railway Company, and that by the consolidation of 1892 the said Louisville, New Orleans & Texas Company carried into it the con-

solidated Yazoo & Mississippi Valley Railroad Company, your petitioner; that the consolidation of 1892 operated by way of merger and did not form a new company; that such consolidation did not bring the consolidated company under the provisions of the constitution of 1890, section 180 or other; that the constitution of 1890 left the whole matter just where it found it and did not affect it in any way; and the demand and claim of said sheriff was defeated.

Thereafter this plaintiff, on the 7th day of December, 1893, brought in this court his action at law, claiming of your petitioners (asserting a liability of the Illinois Central Company, on the idea that it was the purchaser and owner of the railroad property taxable) ad valorem and privilege taxes for the year 1892 on the property that had been property of the Louisville, New Orleans and Texas Railway Company (not including that purchased of the Natchez Company), amounting to about $100,000.

And afterwards, about the 18th day of December, 1894, he brought another suit of similar nature for the taxes of 1893 and of 1894, amounting to about $195,000.

And afterwards, about the 1st day of January, 1896, he brought another suit of similar character for the taxes of 1895, amounting to about $125,000.

And afterwards, by order of this court, said three suits were consolidated into one, being the same cause in which this petition is filed, and were subsequently tried as one. Said trial resulted in a verdict and judgment for the defendants, your petitioners, as to the taxes of 1892, 1893, and 1894, but a verdict and judgment in favor of the plaintiff as to the taxes of 1895, amounting to about $88,000. The plaintiff thereupon took an appeal to the supreme court of this State, and your petitioners took a cross-appeal from the judgment against them.

The result of such appeal and cross-appeal was not announced by said supreme court until Monday, the 20th day of June, 1898, and when the decision was announced it was as follows, the opinion of the court being in the words and figures:

"Circuit Court, Hinds County, Robert Powell, Judge.

"WIRT ADAMS, Rev. Agent,
v.
Y. & M. V. R. R. Co. ET AL. } 8629.

"J. A. P. Campbell and Critz & Beckett for appellant; Mayes & Harris for appellees.

"WHITFIELD, *J.*:

"First. Because of the inconsistent, compromise verdict the judgment is reversed and cause remanded on the appeal and the cross-appeal.

"Second. The Lambert case is *res adjudicata* as to the taxes for the year 1892 on all the property that originally belonged to the N., J. & Columbus R. R. Co. which was in Adams county, and, being *res adjudicata*, it is as to that beyond our power to overrule it.

"Third. The Lambert case is not *res adjudicata* as to any of the other taxes here involved on the property that once belonged to the N., J. & Columbus R. R. Co. or on any of the other property here involved.

"Fourth. The Lambert case did decide that § 180 of the
608 constitution of 1890 did not cut off the exemption from taxation asserted in this case, on the ground that this is a case of mere merger and not of consolidation; that the resultant corporation was not a new corporation, and applied the principles of Whitworth *v.* Tennessee, 117 U. S., which is, beyond all controversy, a clear case of simple merger and not of consolidation, taking merger proper to mean the absorption of one corporation by another, the autonomy of the absorbing corporation being preserved without the formation of a new company, and consolidation proper to mean such union of two corporations as results in a third new corporation, under whatever name. We hold that the clear legislative purpose was (using the words in the sense indicated) consolidation and not merger, yet consolidation in such sense as to result in the formation of a new corporation; and, besides, that what was actually done here was necessarily the creation of a new corporation and not mere merger; that hence the principles of the Whitworth case do not apply, but the principles of Keokuk *v.* Mo., 152 U. S., do apply; that consequently the constitution of 1890, § 180, cut off the exemption; that the Lambert case cannot be upheld and should be, and is hereby, overruled.

"If it be conceded that the purpose aimed at by the articles of agreement of the R. R. Co. was mere merger, it is not to be permitted that the Co. could overthrow the purpose of the legislature to authorize consolidation and not merger, nor to name that merger which the actual things done show was consolidation. Consolidation is a privilege to be exercised or not, not a contract. § 181 of the constitution and § 279 of the schedule thereto merely mean that so long as corporations existing at the adoption of the constitution, having then exemptions or other rights, should have them continue so long as such corporations retained the precise corporate existence they then had. The new corporation here takes its life as from a new grant of corporate life from the date of the consolidation.

"But we hold further that the 21st section of the Mobile & North Western R. R. Co.'s charter was an effort to secure, as is expressly recited in its face, an irrepealable grant of exemption and violative of the constitution of 1869, § 13, art. 12, and sec. 20, art. 12, even as construed in Miss. Mills *v.* Cook, 56 Miss. The exemption claimed in Miss. Mills *v.* Cook had no irrepealable feature.

"But again we hold that such section violated said clauses of said constitution, even had it not been irrepealable. Miss. Mills *v.* Cook turned upon some supposed magical distinction in the particular connection between the words 'subject' and 'subjected,' and sacrificed a great constitutional principle to a piece of mere verbal jugglery. Precisely the same clause, using precisely the same word 'subject,' occurs in the constitutions of Florida and Arkansas, and the supreme courts of both States held, in precisely identical con-

tention, that the clause forbade exemption from taxation of 'corporations for pecuniary profit,' and both of these decisions were on this identical proposition affirmed by the U. S. Supreme Court, St. Louis, &c., *v.* Berry, 41 Ark., 509; 113 U. S., 475, and L. & N. R. R. Co. *v.* Palmes, 19 Fla., 231, and 109 U. S., 253, 254, and this construction is reaffirmed in Keokuk, &c., *v.* Missouri, 152 U. S., 310, 311. The word subject should have been given its plain, popular signification, occurring in the connection it did in a great popular instrument, the constitution, the very signification attached to it by the Supreme Court of the United States. We prefer to align ourselves now with that court in this matter, and overrule Miss. Mills *v.* Cook on that point.

"It passes all understanding how the court could gravely hold in Miss. Mills *v.* Cook that a solemn declaration in the constitution of a State, its organic law, formulating fundamentally great lines of public policy, that 'the property of all corporations for pecuniary profit' should be subject to taxation the same as that of individuals, added no new feature, but merely stated what was the law before and without the declaration, to wit, that the property of corporations for pecuniary profit was liable to taxation. All the world knew that before.

"Judge Campbell, in his dissenting opinion in Beck *v.* Allen, 58 Miss., at p. 177, most wisely said: 'Subtilty and refinement and astuteness are not admissible to explain away an expression of the sovereign will. The framers of the constitution and the
609 people who adopted it must be understood to have intended the words employed in that sense most likely to arise from them on first reading them.' Doubtless the rule of *stare decisis* is a wise rule and one not lightly to be infringed, but instances justifying its disregard find manifold illustration in the reports.

"And, surely, stronger reasons for not applying it can never arise than where, as here, to disregard it restores to the sovereign the exercise of one of the highest attributes of sovereignty—the taxing power—and merely requires that corporations, for pecuniary profit, constantly demanding and securing protection of the Government, shall also bear their just share of the burdens of taxation. We feel, therefore, confident of the propriety of overruling, as we now expressly do, the Lambert case and the case of Cook *v.* Miss. Mills, *supra*.

"There are other views leading to the same conclusion which we may embrace in the opinion yet to be filed. What we have said is a mere summary of the holdings set forth.

"Reversed and remanded.

"Woods, C. J., dissents and submits this mere outline of the grounds of his dissent. His dissenting opinion will be filed after the opinion of the majority of the court shall have been prepared and filed.

"1. The decision of this court in the case of Natchez, Jackson & Columbus Railroad Co. *v.* James W. Lambert, tax collector, 70 Miss., is *res adjudicata* as to the taxes sought to be recovered on the

property of the N., J. & C. R'd Co. for the years 1891-'2. My brethren admit that that decision is *res adjudicata* as to the property of the railroad in the county of Adams. How they distinguish between the property in Adams county and that in the other counties through which the line of that railroad runs is utterly incomprehensible. The question in the case was not whether the railroad's property in Adams county was exempt from taxation, but whether all the property of that railroad was liable for taxes.

"2. The decision in the Lambert case is *res adjudicata* as to claim now propounded by the State for taxes on all the property of the N., J. & C. railroad for the subsequent years 1893, 1894, and 1895. The parties to the former litigation and those to the present are the same; the issue—the question—is the same, the exemption or non-exemption of that railroad from taxation; and under all the authorities in such case a prior judgment is *res adjudicata* and is a good defense to a second suit; but this very question was determined in perfect accord with the foregoing view by the Supreme Court of the United States in the case of New Orleans *v.* Citizens' Bank, 167 U. S., 571. No opinion of any court of last resort holding a contrary view has been unearthed by any one after most exhaustive search.

"3. As to the property other than that of the Natchez, Jackson & Columbus railroad, for which exemption is claimed in this suit, the sound doctrine of *stare decisis* is of striking application under the decision of the Lambert case. That decision established a rule of property, and under the view entertained by my brethren that rule is utterly disregarded, the rights of the defendant thereunder denied any recognition, and its property deliberately burdened in an enormous sum.

"4. It may well be contended that as to all the property of the Yazoo & Mississippi Valley railroad for which exemption is claimed the Lambert decision is *res adjudicata*. The parties in the Lambert suit and this are the same and the issues the same. The questions in the Lambert case were, Has the consolidation by merger of the L., N. O. & T. with the Y. & M. V. R'd (the N., J. & C. having been heretofore absorbed by the L., N. O. & T. by purchase) destroyed the exemption claimed by the L., N. O. & T. railroad on its property, and was that exemption conferred by the charter valid or violative by the constitution of 1869? Those are exactly the questions involved in the case before us now and in a controversy between the same parties.

"5. But that all the property of all of the railroads entering into and forming the Yazoo & Mississippi Valley railroad, whose charters gave them the exemption now claimed, should be protected from the imposition of taxes amounting to a half million of dollars or more, under the righteous rule of *stare decisis*, seems to be too clear to the judicial mind to require argumentation. Not only the Lambert case, decided more than five years ago, but also the case
610 of Mississippi Mills *v.* Cook, 56 Miss., decided more than twenty years ago, declared the exemptions claimed repealable at the will of the legislature and not violative of section 13, article 12, constitution of 1869. In both cases the charter exemptions were

carefully considered and their character declared, and the constitutional provisions with which they were supposed to conflict expounded and clearly interpreted.

"Since the decision of Cook's case, which, besides defining the character of the exemptions claimed, then and now, and distinctly declaring them not in violation of the constitution then in force, declared a rule of property, the charters were granted under which the Y. & M. V. R'd Company here claims the exemptions set up. It was undoubtedly, in large part, because of these exemption features in the charters thus granted after the decision in the Cook case, and in reliance upon that decision, that the appellees, constituent members, having such charter exemptions, came into the State, constructed long lines of railway, and expended millions of their money. While the railroads knew, of course, that their exemptions were subject to repeal, they could not have for-seen that this repeal would be made by judicial legislation. If ever there was a case in which the doctrine of *stare decisis* should be observed, this is the case.

"It is worthy of serious consideration that the majority of the court should pay deference to the opinions of two courts of sister States in construcing the words 'subject to taxation' contained in the constitutions of their States, and treat with almost contemptuous indifference the opinion of the very remarkably able court of this State which, twenty years ago, after elaborate consideration in separate opinions of each of the judges, differently interpreted those words, all of the judges thoroughly agreeing that this exemption was not in conflict with that provision of the constitution of 1869 which declared that the property of corporations for pecuniary profit shall be subject to taxation the same as that of individuals. The spectacle thus presented to the legal mind is both humiliating and amazing, as it strikes me.

"6. It will be difficult to harmonize the opinion of the majority of the court with the saving clause of the 181 section of our constitution of 1890. 'Exemptions from taxation to which corporations are legally entitled at the adoption of this constitution, shall remain in full force and effect for the time of such exemptions as expressed in their respective charters, or by general laws, unless sooner repealed by the legislature' is the clear and explicit language of that 181 section. Undoubtedly, under the case of Miss. Mills *v.* Cook and numerous later decisions following and reaffirming that case, this railroad company was legally entitled to the exemption claimed. The highest court in the State had so declared, and this saving clause was inserted by the constitutional convention with full knowledge of the Miss. Mills case and those following it, and the exemption has never been repealed by the legislature.

"Can this court do that by judicial legislation which the constitution declares shall be done by the legislature only?

"7. The Lambert and the Cook decisions are themselves supported by reason and authority and should not be overruled. It is lamentable if no opinion-, however supported in reason or by authority, and no matter what right may have arisen under them, are

to be permitted to stand simply because not in agreement with the personal views of succeeding judges. No greater reproach can be fixed upon the judiciary, no greater calamity can befall the State than to have it understood that, with every change in the mere membership of the court of final resort, the law as solemnly declared by former courts, composed of different membership, is to be unsettled and again and again unsettled by every succeeding court simply to enable new judges to exploit their views. In such case all notion of stability and fixedness is gone, and absolute uncertainty and endless confusion will be introduced into our jurisprudence.

"From such a condition I recoil, and am therefore compelled to dissent from the conclusion reached by my brethren. I have the profoundest respect for my brethren, and I disclaim any desire or purpose to reflect upon them or their course in any degree whatever, but I must follow the voice of my own conscience and the command of my own judgment."

611 This decision is made by a divided court. The chief justice dissented in vigorous terms, and declared that it was judicial legislation and subversive of the settled constitutional law of the State for twenty years. His dissenting opinion, herewith exhibited, is adopted as part of this petition. It not only overruled the Lambert case, after declaring in express terms that the theory of your petitioners in their defense in this case about the meaning and effect of the Lambert case was correct, but it also reached back over twenty years of settled judicial construction of the constitution of 1869 and after the people of this State had adopted a new constitution, framed in the light of that construction, and overruled the Mississippi Mills case. It put an entirely new aspect on the law by which this case is to be settled and judgment is to be rendered if this cause be permitted to remain in the State courts, and it presents several Federal questions of paramount importance in the case:

First. In holding that the privilege enjoyed by the Louisville, New Orleans & Texas Railway Company in and by section V of its charter, the act aforesaid of 1882, was not a contract, but a mere exemption, and therefore subject to the taxation provisions of the constitutions of 1869 and of 1890, whereby the obligation of said charter as between the said company and the Yazoo & Mississippi Valley Railroad Company, its successors thereto, and the State is impaired.

Secondly. In holding as above stated and then overruling the said Mississippi Mills case, decided in 1878, and on the faith of which the said Louisville, New Orleans & Texas Railway Company accepted its charter in 1882 and expended millions of dollars in the building and equipping of its road, whereby not only is the obligation of the contract between said company and the State impaired, but also that between the company and its stockholders and those between the company and its various classes of bondholders; and, moreover, the said company and the Yazoo and Mississippi Valley Railroad Company, its successors, are deprived of their prop-

erty without due process of law, and they are each denied the equal protection of the laws.

As an example, merely, of one instance your petitioners point out to your honor the fact that the record in this cause shows that the holders of the second and third mortgage bonds of the Louisville, New Orleans & Texas Company, which aggregate twenty millions of dollars, are dependent entirely for their interest on the net earnings of the company after paying operating expenses, first-mortgage interest, and taxes. Those bonds were negotiated and sold after the decision of the Mississippi Mills case, whereby it was declared in effect the so-called "exemption" was valid, and that for twenty-five years these taxes would not have to be paid. The net earnings of the company have never enabled it yet to pay the entire interest of even the second-mortgage bonds. By this decision a charge of taxes amounting to about $100,000 per annum is, by retroactive judicial decision, thus laid upon the fund, already inadequate, to which those bondholders who bought under the Mississippi Mills case must look for their income.

Thirdly. In overruling the Lambert case after the same has been standing for five years as the law of the company's existence, and by a decision which expressly admits the meaning of the Lambert case to be fundamentally different from what they now declare; and after it has long been a rule of property and all kinds of contract rights and obligations have fixed under it this decision again impairs the obligation of the contracts of the companies in all directions and deprives the companies and its bondholders and creditors and stockholders of their property without due process of law and deprives them, each and all, of the eqnal protection of the laws.

Fourthly. In holding that the consolidation of 1892 operated by way of extinction of both of the consolidating companies and the formation of a new company, and not by way of merger continuing the autonomy of the Yazoo & Mississippi Valley Railroad Company. The said decision impairs the obligation of the contract embodied in the charters of said consolidating companies between said companies and the State, and, moreover, it impairs the obligation of the contract of consolidation itself as between the said consoli-
612 dating companies and as between the stockholders of said companies and as between the said companies and their stockholders and their creditors.

Fifthly. In holding as last above set forth, and, furrher, that such consolidation brought the pretended new company subject to the provision of the constitution of 1890, said decision impairs the obligation of all of the contracts indicated above, and, moreover, deprives said companies and said pretended new company and the stockholders above indicated and the creditors above indicated of their property without due process of law, and, moreover, denies to each and every of them the equal protection of the laws.

And your petitioners desire to remove this suit into the next circuit court of the United States in and for the southern district of Mississippi, to be holden at Jackson, in said district.

And your petitioners offer herewith good and sufficient surety for their entering in the circuit court of the United States for the said district on the first day of its next session a copy of the record in this suit and for paying all costs that may be awarded by the said circuit court of the United States if said court shall hold that this suit was wrongfully and improperly remover thereto.

And your petitioners thereofre pray that the said durety and said bond may be accepted; that this suit may be removed into the next circuit court of the United States aforesaid, pursuant to the statutes of the United States in such case made and provided, and that no further proceedings may be had therein in this court.

And your petitioners further aver that the said decision herein complained of as made by the said supreme court of Mississippi in this cause was not rendered until Monday, the 20th day of this current month of June, 1898; that under the rules of said court your petitioners were and are entitled to the residue of the then current term of said supreme court in which to file a suggestion of errors in said court; that such suggestion of errors was duly filed by your petitioners on Monday, the 27th of said month, in due time and before the adjournment of said term of said supreme court; that said suggestion of errors is at the time of the filing of this petition still pending and undetermined, and that this petition is filed in this court and in this cause before any mandate has been sent down from the said supreme court notifying this court to proceed in this cause.

And your petitioners will ever pray.

THE YAZOO & MISSISSIPPI VALLEY R'D CO.
THE ILLINOIS CENTRAL RAILROAD CO.

MAYES & HARRIS,
Attorneys for Petitioners.

Endorsed: Filed June 27, 1898. F. B. Neal, clerk, by W. J. Brown, Jr., D. C.

Bond for Removal.

STATE OF MISSISSIPPI, }
Hinds County, First District. }

In the Circuit Court, at the June Term, 1898.

WIRT ADAMS, State Revenue Agent,
v.
THE YAZOO & MISSISSIPPI VALLEY RAILROAD COMPANY ET AL.

Know all men by these presents that we, the Yazoo & Mississippi Valley Railroad Company and the Illinois Central Railroad Company, as principals, and John Hart and J. M. Stone, as sureties, are holden and firmly bound unto Wirt Adams, State revenue agent for the State of Mississippi, in the penal sum of five hundred dollars; for the payment of which, well and truly to be made, unto him and his successors in office, we bind ourselves, our successors, our

heirs, representatives, and assigns, jointly and severally, firmly by these presents.

Upon condition, nevertheless, that whereas the principals
613 have filed their petition in the circuit court of the State of Mississippi in and for the county of Hinds, first district, for the removal of a certain cause therein pending, numbered on the trial docket of said court as number 2788, consolidated, wherein the said Wirt Adams, as such State revenue agent, is plaintiff and the said principals are defendants, to the circuit court of the United States in and for the southern district of Mississippi, to be holden at Jackson, in said district:

Now, if the said principals shall enter in the said circuit court of the United States on the first day of its next session a copy of the record in said suit and shall well and truly pay all costs that may be awarded by the said circuit court of the United States if said court shall hold that said suit was wrongfully and improperly removed thereto, then this obligation shall be void; otherwise it shall remain in full force and virtue.

In witness whereof we have hereunto set our hands this — day of June, 1898.

THE YAZOO & MISSISSIPPI VALLEY RAILROAD COMPANY,
By EDWARD MAYES, *Att'y.*
THE ILLINOIS CENTRAL RAILROAD COMPANY,
By EDWARD MAYES, *Att'y.*
JOHN HART.
J. M. STONE.

Endorsed: Filed June 27, 1898. F. B. Neal, clerk, by W. J. Brown, Jr., D. C.

Motion to Transfer to U. S. Circuit Court.

WIRT ADAMS, State Revenue Agent,
vs.
YAZOO & MISSISSIPPI VALLEY R. R. CO. ET AL. } 2788. Consol.

Come the defendants, The Yazoo & Mississippi Valley Railroad Company and The Illinois Central Railroad Company, and move the court for the removal of this cause into the circuit court of the United States to be holden at Jackson, in and for the southern district of Mississippi, for the reasons as set forth in their petition herein filed to that end.

MAYES & HARRIS,
Att'ys for Defendant-.

CRITZ & BECKETT, *Contra.*

Endorsed: Filed and entered July 4, 1898. F. B. Neal, clerk, by W. J. Brown, Jr., D. C.

Motion Overruled.

June Term, 1898.

JULY 4TH, 1898.

WIRT ADAMS, State Rev. Ag't,
vs.
YAZOO & MISS. VALLEY R. R. CO. ET AL. } 2788. Consol.

This cause coming on to be heard this day upon the petition and motion for removal to the circuit court of the United States for the southern district of Mississippi, and the court having heard the argument of counsel and having duly considered the same, it is considered by the court and so ordered and adjudged that said motion be overruled and the prayer of said petition be denied; to which action of the court the defendant excepted, and its exception was allowed.

614 *Affidavit for Continuance.*

STATE OF MISSISSIPPI,
County of Hinds, First District.

In the Circuit Court, at the June Term, 1898.

WIRT ADAMS, State Rev. Agent,
vs.
YAZOO & MISS. VALLEY RAILROAD CO. ET AL. } 2788. Consol.

Comes the defendants, The Yazoo & Mississippi Valley Railroad Company and The Illinois Central Railroad Company, and move the court for a continuance of this cause until the next term of this court, and for reasons for such continuance assign the following, to wit:

1. Said defendants refer to their petition for removal of this cause into the circuit court of the United States in and for the southern district of Mississippi and adopt the same as a part of this motion and application for a continuance as if the same were herein written in full, so adopting the same for the purpose of showing the course and history of this cause up to this date and showing the exigency which has arisen therein and the new questions raised in this cause and the fundamentally different attitude given to it by the said decision of the supreme court of this State rendered in this cause on the 20th day of June, 1898.

2. Petitioners further state that the said decision by the said supreme court of this State rendered in this cause was not made by them until the hour of three o'clock or later on the afternoon of Monday, the 20th day of June, 1898, which was several hours after this term of this court had begun; and, further, that the mandate of said supreme court, with the abstract of points decided thereunto attached, was not presented in this court or filed therein, nor was

the cause reinstated upon the dockets of this court until Monday, the 4th day of July, 1898.

3. That when the said decision of the supreme court was announced by which the Mississippi Mills case, 56 Mississippi, and the Lambert case, 70 Mississippi, were overruled and totally new views of the law and of the rights of these defendants in this cause were announced by said supreme court, and grave questions of constitutional right and law were thereby imported into the cause arising under the Constitution of the United States, it became necessary to formulate and construct an entirely new set of defensive pleadings in the cause to meet such unexpected and subversive decision of the supreme court and said new aspect of this cause thereby created; that the counsel in said cause have been diligently engaged in preparing as well as they were able the pleadings in their view necessary to present such issues and questions, working upon the same in the night-time as well as the day, and on Sunday as well as week-days, but have not as yet been able to complete the same according to their views, nor to prepare those that have been completed with the degree of deliberation and accuracy reasonably demanded by the important interests therein involved and the complicated and numerous questions which they conceive to be raised by such decision; that part of the time of counsel has been consumed by attendance upon this court in other cases and part consumed in attendance upon the chancery court of Coahoma county in other legal matters, and such time as counsel has been able to command has been diligently applied for the purpose herein indicated and other branches of the necessary preparation of this cause.

4. That The Yazoo & Mississippi Valley Railroad Company is the defendant in this cause, whose charter and charter rights are primarily involved in said cause, and that it is upon said company that the incidence of what judgment may be recovered herein will really fall. It is substantially the real defendant in this case, being the company which will have the money to pay if final judgment shall go against these defendants; that the principal counsel of said defendant, The Yazoo & Mississippi Valley Railroad Company, in the State of Mississippi, is the Hon. W. G. Yerger, of Greenville, who is the district attorney of said company
615 and exercises general supervision over and is responsible for the litigation of said company, and such counsel has been consulted in the management of this cause heretofore, and was present and personally participated in the trial of the same when the same was tried in this court, and the said defendant desires his presence and participation both in the preparation of said pleadings and in the actual trial of said cause whenever the same shall be tried, and is unwilling that the said pleadings shall be finally filed or that the said cause shall be finally tried without the judgment and advice and aid of said counsel. Said counsel has been connected with the affairs of said company and of its predecessor, the Louisville, New Orleans & Texas Railway Company, for many years past and is especially familiar with its legal and business history. The said Hon. W. G. Yerger, defendants are informed and believe, is now ill

and has been ill quite a number of days past, exactly how many days is not known to said company, and the certificate of Dr. R. S. Tombs, a physician, is hereto attached and made a part of this application, showing the illness of the said counsel and his inability to be present at this court.

Also there is hereto attached a telegram addressed by said Yerger, on the 2nd day of this month, to Edward Mayes, of counsel in this cause, which is germain to this application and is believed to be true, and is adopted as part hereof. Said defendants are unwilling to go to trial of said cause in the absence of their said counsel.

Hon. Jas. Fentress is the principal solicitor for said defendants in this cause and resides in the city of Chicago, and desires to take part in the preparation of such pleadings and instructions necessary to be asked for the jury in order to present properly and adequately the questions and points herein involved, but has been entirely unable, as said telegram indicates, to come south for such purpose for the following reasons, namely, to say nothing about the heavy demands of his ordinary work: The Hon. C. V. Gwin, who was the district attorney for the northern district of Illinois of the said railway company, died suddenly of apoplexy, in Chicago, a day or two after the rendition of the decision aforesaid, leaving very important, urgent matters that required attention, and by his death his duties and work, as well as those pertaining to Judge Fentress' own office, were immediately cast upon the said James Fentress, who has not yet been able to supply the place of said Gwin; and, in addition to that, the new revenue system inaugurated as a war measure by the Congress of the United States went into force on the first day of this month, creating an immense, important, and urgent demand for the services of said Fentress in Chicago as the general adviser in connection with said work, taxes and revenues of the whole system of the Illinois Central railroad, and creating an *im*mergency and exigency of an extraordinary and exceptional character.

5. Defendants inform the court that the cause now to be tried in the new shape and aspect given to it by said decision of June 20th involves in effect much more than appears on the face of the record therein. There is another case dependent hereon on the docket of this court, in which the same questions and facts arise involving the taxes for the year 1896, amounting to $100,000. There is a second case in the same attitude, also on the docket of this court, involving the taxes of 1897, also amounting to $100,000. There is a bill in chancery, pending in the chancery court of Hinds county, for the taxes from the year 1886 up to 1891, inclusive, depending on the same questions and substantially on the same testimony, except that the question of the effect of the consolidation of 1892 does not figure therein, said taxes amounting to more than $400,000. There is another bill in chancery, pending in the same court, filed by the same complainant, involving the same questions of law and substantially similar questions of fact, whereby is demanded taxes for the time 1886 to 1892, of the Natchez branch, being the same line of railroad that was involved in the Lambert case, amounting to about $125,000. There is another proceeding, inaugurated by

the complainant herein before the railroad commission, based upon said decision, as defendants understand it, and that portion thereof which overrules the Mississippi Mills case especially, whereby is demanded taxes on what is known as the Aberdeen branch of the Illinois Central railroad, running from Durant to Aberdeen,
616 and known as the Canton, Aberdeen & Nashville railway, for the years 1886 to 1897, inclusive, the amount involved therein determinable by what assessments the said railroad commission shall hereafter make, all of said demands and causes being directly related to and dependent on this case and the principles thereof in such manner as is well understood to the members of the legal profession.

Defendants are not now prepared to make any showing as to the absence of witnesses, for the reason that their principal work and difficulty at the present stage of the cause is the preparation of the pleadings themselves, out of which will grow the issues to be tried. As stated above, in their opinion new and important pleas are needed to meet the new conditions of the case, and these pleas are themselves not ready; and counsel cannot tell what course the counsel of the plaintiff will take in respect to these pleas when they shall be filed, whether they will demur to them or take issue of fact on them or plead in confession and avoidance. They do not yet know what will be necessary to prove or disprove or who will be the witnesses neede- on the trial.

Many facts which counsel know in a general way, and believe to be important to the just and proper disposal of this case, they yet do not know in such manner as to be able to testify to as witnesses, nor do they know exactly by what witnesses in the employment of the defendants, whose employés are changing from time to time, they can prove in such specific manner as the law requires, and the said counsel need a reasonable time after the issues are developed in which to examine into the ways and means of proving the same.

The issues made by the pleadings now on file are inadequate and insufficient to the fair and proper trial of this cause under the recent decision of the supreme court, and counsel believe that *e* repleader must be ordered as to them, and they do not yet know what shape that series of pleadings will finally take.

Defendants are unwilling to go to trial in this cause, in view of its importance, until the pleadings which are to dispose of the same finally shall have been examined and approved and settled by their leading counsel herein, Judges Fentress and Yerger; and even if the court were to refuse them this privilege and require that the pleadings should be settled at this court, late as the term now is, it would, in the opinion of counsel, be impossible to prepare and settle the pleadings, even as counsel may be able to settle them, in time for a fair and full trial of the cause.

Such pleadings as are presented must be based on the facts of the history, financial and other, of said Louisville, New Orleans and Texas Railway Company and of the Yazoo & Mississippi Valley Railway Company and of the Illinois Central Railway Company; and counsel

here need a reasonable time for conference with the officers and managers of the affairs of such companies in order to advise themselves of any details of fact which they knew in a general way to enable them to construct pleadings properly, and especially is that true in respect to the affairs of the Louisville, New Orleans & Texas Railway Company, which are involved in this litigation from the year 1886 to 1892, the officers and managers of which are not in the employment nor under the control of either of the defendants and are resident in the city of New York.

EDWARD MAYES, *Of Counsel for Def'ts.*
YAZOO & MISS. VALLEY RAILROAD CO.,
By MAYES & HARRIS, *Att'ys.*
ILLINOIS CENTRAL RAILROAD CO.,
By MAYES & HARRIS, *Att'ys.*

Sworn to and subscribed before me this July 5, 1898.

F. B. NEAL, *Clerk,*
By W. J. BROWN, JR., *D. C.*

EXHIBITS.

GREENVILLE, 7, 2, 1898.

To Edward Mayes, Jackson:

I have just received following telegram from Hon. Jas. Fentress, dated today: "Critz & Beckett are attempting to force Mayes into a trial on Monday; back tax case; it is an outrage. Gwin's death and consequent imperative duties on me here prevent my going to Jackson at this time. You, the district attorney, who ought to be there with Mayes to try the case, are sick. Telegraph Mayes
617 and, if necessary, telegraph certificate of physician of your inability to go there, and ask a continuance of case to next term of court." I am physically unable to come to Jackson and engage in the trial of the revenue suit, having been indisposed for several weeks. I forward you by both wire and mail today certificate of my attending physician to above effect for the purpose of enabling you to secure a continuance of the above case to next term of court, if possible. Should you apply for continuance, advise result thereof.

WM. G. YERGER.

GREENVILLE, MISS., *July* 2, 1898.

This certifies that Hon. W. G. Yerger is under my treatment, and that his physical condition is such as to prevent his attending court in Jackson next week and inadvisable for him to have any physical or mental strain for some weeks.

Very respectfully, R. S. TOOMBS, M. D.

Endorsed: Filed July 5th, 1898. F. B. Neal, clerk, by W. J. Brown, Jr., D. C.

Answer to Application for Continuance.

THE STATE OF MISSISSIPPI,
County of Hinds, First District.

Circuit Court, June Term, 1898.

WIRT ADAMS, State Revenue Agent,
vs.
THE YAZOO & MISS. VALLEY RAILROAD CO. ET AL. } 2788, Consol.

Answer to affidavit for continuance.

The plaintiff, Wirt Adams, State revenue agent, in answer to defendants' application for continuance, says:

1st. It is true that this case was not decided in supreme court till June 20th, 1898, and the mandate of that court was not filed in this court till July 4th, 1898, but on Thursday, the 23rd day of June, 1898, Critz & Beckett gave notice to Mr. Mayes, attorney for defendants, that they, Critz & Beckett, would insist upon a trial of this case at this term, and they then told them they would see Judge Powell and ask him to set the case for trial on Thursday, June 30th, 1898. They did make this request of Judge Powell, who set the case for trial Monday morning, July 4th, 1898, of which they gave Mr. Mayes notice on Friday, June 24th. The mandate was withheld one week to give defendants an opportunty, under the rules of that court, to file a suggestion of errors. Such suggestion was filed and overruled, Defendants afterwards filed a motion before that court asking it to withhold its mandate in this case until the opinion of that court was prepared and filed in order that a copy of that opinion might accompany the mandate to this court. This motion the supreme court overruled upon the ground that the paper attached to the mandate now filed in this court should stand for the opinion of that court for the present. The order overruling this motion was made by the supreme court on Friday, July 1st, 1898.

2nd. That Mess. Mayes & Harris, attorneys for the defendants, are both present, and Hon. Tim E. Cooper, also attorney for defendants, partner of Hon. Jas. Fentress, is also present in court, assisting Messrs. Mayes & Harris in the defense; that Mr. Mayes, of the firm of Mayes & Harris, has had entire actual control and management of this litigation for defendants, both in the circuit and supreme courts, from its commencement, in 1893, up to this time. He has filed all the pleadings for defendants. There has been long and bitter litigation over the pleadings, extending through several terms, and in all this litigation Mr. Mayes alone appeared for the defendants. Not a single step has been taken in the case without Mr. Mayes' presence. He conducted the trial upon the merits for the defense in the circuit court, Hon. Wm. Yerger being present assisting him. The case was argued three times before the supreme court, the entire arguments for the defendants being made each time by Mr. Mayes, who filed an elaborate and exhaustive

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brief of over 400 printed pages, the only brief filed in the supreme court for the defendants. Hon. Wm. Yerger was present at but one of said three arguments in the supreme court and took no part therein. Hon. James Fentress has never been present at the trial of a single issue in the case in either court.

3rd. On or about June 30th, 1898, it was agreed between Mr. Mayes, as attorney for defendants, and myself, as attorney for plaintiff, that in case a new trial should be had we should use as evidence upon such new trial the record of the evidence of witnesses as taken by the stenographer on the former trial, and thus dispense with the trouble of bringing the witnesses back. This agreement was made at Mr. Mayes' request and is still in force.

FRANK A. CRITZ.

Sworn to and subscribed before me this July 5th, 1898.

F. B. NEAL, *Clerk*,
By W. J. BROWN, JR., *D. C.*

Endorsed: Filed July 5th, 1898. F. B. Neal, clerk, by W. J. Brown, Jr., D. C.

619 *2nd Special Bill of Exceptions.*

STATE OF MISSISSIPPI,
Hinds County, First District.

In the Circuit Court, at the June Term, 1898.

WIRT ADAMS, State Revenue Agent,
v.
THE YAZOO & MISSISSIPPI VALLEY RAILROAD COMPANY ET AL.

Be it remembered that this day, being Tuesday, the 5th day of July, 1898, and a day of the third week of this term of said court, came on to be heard the above-entitled cause on the application of the defendants for a continuance thereof until the next term of this court for the reasons set forth in the affidavit of Edward Mayes, of counsel herein, on file; which affidavit is in words and figures as follows:

(For affidavit see page 12 of this record.)

And the plaintiffs filed a counter-affidavit as follows:

(For counter-affidavit see page 15 of this record.)

And the court, having duly considered said application, doth overrule the same and refuse said continuance for the reason that, in the opinion of the court, the interests of the defendants are not imperilled by the absence of the counsel referred to in said affidavit, the counsel present being sufficiently able and fully familiar with the matters and things herein involved.

To such action of the court the defendants each excepted and tender this their special bill of exceptions, which is hereby signed

and made a part of the record in open court this the day above written.

Allowed.

ROB'T POWELL, *Judge.*

Endorsed: Filed July 7, 1898. F. B. Neal, clerk, by W. J. Brown, Jr., D. C.

Pleas of Yazoo & Mississippi Valley Railroad Company.

STATE OF MISSISSIPPI,
Hinds County, First District.

In the Circuit Court, at the June Term, 1898.

WIRT ADAMS, State Revenue Agent, Plaintiff,
vs.
THE YAZOO & MISS. VALLEY RAILROAD COMPANY *et al.*, Defendants. } 2788. Consol.

Comes the defendant The Yazoo & Mississippi Valley Railroad Company, leave of court having been first obtained, and for its further plea in this behalf says, as to all the taxes herein demanded except those assessed upon and claimed because of the railroads and property described in the declaration as the "special charter" and the "Helena branch" and the "Bayou Sara branch," that the said Louisville, New Orleans & Texas Railway Company was authorized by and organized under and its railroad was constructed and equipped at a cost and expenditure of many millions of dollars under an act of the legislature of the State of Mississippi entitled "An act to authorize the Memphis & Vicksburg Railroad Company and the Mississippi Valley and Ship Island Railroad Company to affect a consolidation," approved March 3rd, 1882, as amended by said act of March 15th, 1884; that section 5 of said act of 1882 was in words and figures following, to wit:

"SEC. 5. Be it further enacted, That the provisions of the twenty-first section of an act entitled 'An act to incorporate the Mobile and North Western railroad" approved July 20, 1870, is hereby made to apply to the said consolidated company, and for that purpose the said section is hereby declared to be a part of this act, and this section shall be construed as though the said twenty-first section was specifically and fully set out hereon; but this section shall not be in force for a longer time than twenty-five years from the approval of this act."

That the said twenty-first section so referred to and incorporated into said act of 1882 as part of the fifth section thereof was
620 in words and figures as follows:

"SECTION 21. Be it enacted, that in consideration of the construction of the railroads provided for herein, and of the great benefit which the State will receive in the development of its agricultural resources by means of said railroads as works of internal improve

ment, and also of the increased value, which will thereby be added to the property of the State, thus enabling the State to greatly increase its revenue without additional burdensome taxation upon the people, the State hereby agrees with said company (and which agreement is irrepealable) that all taxes to which said company shall be subject for the period of thirty years, are hereby appropriated and set apart, and shall be applied to the payment of the debts and liabilities which the said company may have incurred in the construction of said road, or for money borrowed by said company upon lands or otherwise, to be used in constructing said road, or paying debts incurred by said company in constructing the same; and it shall be the duty of the tax collector in every county in each and every year, to give to said company a receipt in full for the amount of said taxes upon receiving from said company an affidavit made by the president or cashier of said company, that the amount of said taxes have actually and in good faith been paid and applied by said company during the year, in the payment of debts incurred, or money borrowed as aforesaid, and which receipt so given shall be in full of all taxes, county, State and municipal, to which said company shall be subject: Provided, however, that whenever the profits of said company shall enable it to declare and pay to the stockholders an annual dividend of eight per cent. upon its capital stock over and above the payment of its debts and liabilities, then the appropriation of the taxes aforesaid shall cease, and said taxes shall be paid by said company to the tax collector, to be by him paid over as required by law."

That said act of 1882, as amended by said act of 1884, was accepted by the said Louisville, New Orleans and Texas Railway Company as its charter, and said railroad was constructed and equipped thereunder; and said charter did constitute a contract between said railroad company and the State of Mississippi, wherein and whereby, by and through the said section five, adopting the said section twenty-one, it was contracted irrepealably for a period of twenty-five years from the approval of said act—that is, until the 3rd day of March, 1907—that, in consideration of the construction of the railroads provided for in said act and of the great benefit which the State would receive therefrom, as set forth in said section, the State agreed and contracted that all of the taxes to which said company should be subject should be and were appropriated and set apart and directed to be applied by said company to the payment of the debts and liabilities which the said company should incur in constructing said railroad and to the repayment of monies borrowed by said company, upon lands or otherwise, to be used in constructing said road and to the payment of debts incurred by said company in constructing the same.

That the said company did, in consideration of the said charter and contract by and with said State and relying thereupon, undertake the construction and equipment of said railroad contemplated by said act, and did construct and equip the same, and did continuously operate the same as contemplated by said act until the consolidation mentioned in the said declaration, and this defendant,

The Yazoo & Mississippi Valley Railroad Company, has operated the same since that time until the beginning of this suit; and in the construction thereof, conformably to the intent and meaning of said act, the said Louisville, New Orleans & Texas Railway Company did incur enormous debts and liabilities and did borrow large sums of money to be used in such construction and so used, and did pay large debts incurred in constructing the same as contemplated by said act.

That in and during the years 1892 and 1893 and 1894 and 1894, respectively, in each and every of said years, the said Yazoo & Mississippi Valley Railroad Company did, pursuant to said section of said act and said contract of appropriation, pay said taxes, to the full extent thereof, in the payment of debts and liabilities which the said Louisville, New Orleans & Texas Railway Company had incurred in the construction of said road and in payment of money
621 borrowed by said Louisville, New Orleans & Texas Railway Company to be used in such construction and so used, and in payment of debts incurred by said Louisville, New Orleans & Texas Railway Company in such construction and during the said years 1892, 1893, 1894, and 1895, and in due and proper time the Yazoo & Mississippi Valley Railroad Company delievered to the tax collector of each and every of said counties an affidavit made by the president of said company or by the cashier thereof that the amount of said taxes had actually and in good faith been paid and applied by said company (or as to the year 1892 by said Louisville, New Orleans & Texas Railway Company) during said years 1892, 1893, 1894, and 1895 in payment of the debts incurred by the said Louisville, New Orleans & Texas Railway Company in the construction of its said railroad, or money borrowed by said last-named company upon lands or otherwise to be used in constructing said road or paying debts incurred by said last-names company in constructing the same; whereupon the said several tax collectors did e-ch and every one give to defendant a receipt in full for the amount of said taxes respectively, excepting, however, as aforesaid, as to these parts of said railroad and the taxes payable thereon described in said declaration and named therein as the "special charter" and the "Helena branch" and the "Bayou Sara branch."

That on or about the 24th day of October, 1892, the said Louisville, New Orleans & Texas Railway Company was consolidated with and merged in the said defendant, The Yazoo & Mississippi Valley Railroad Company, by the act and deed of the said two companies, as authorized by their charters, by which said consolidation the existence of the said Louisville, New Orleans and Texas Railway Company was merged into that of the said Yazoo & Mississippi Valley Railroad Company without creating any new company or disturbing or breaking the continuous existence of the latter company, and the said payments of taxes were made in the year 1892 partly by said Louisville, New Orleans & Texas Railway Company and partly by said Yazoo & Mississippi Valley Railroad Company as consolidated, and by the latter company as consolidated in and for the years 1893 and 1894 and 1895.

That it is not true, as in said declaration is falsely alleged, that on or about July 21st, 1892, or at any other time, all the railroads and property of said Louisville, New Orleans & Texas Railway Company *was* purchased by the Illinois Central Railroad Company or any part thereof; nor is it true, as in said declaration is falsely alleged, that on or about the 25 day of October, 1892, or at any other time, the said Illinois Central Railroad Company turned over, delivered to, and merged all said property and railroads of said Louisville, New Orleans & Texas Railway Company or any part thereof into the railroad system and property of the said Yazoo & Mississippi Valley Railroad Company; nor is it true, as in said declaration is falsely alleged, that the said Illinois Central Railroad Company then and there owned and controlled the said railroad system and property of said Yazoo & Mississippi Valley Railroad Company to any other extent or degree than that it held and operated under a lease for a term of years a portion of railway between Jackson, Miss., and Parsons, in Grenada county, which was constructed by said Yazoo & Mississippi Valley Railroad Company several years before said consolidation and which forms no part of the railroads and property hereinbefore mentioned; nor is it true, as in said declaration is falsely alleged, that in said October, 1892, or at any other time, the said Yazoo & Mississippi Valley Railroad Company began and has since continued operating all said railroads and railroad system of said Louisville, New Orleans & Texas Railway Company or any part thereof under the direction and control of the said Illinois Central Railroad Company; nor is it true, as falsely alleged, that the said Illinois Central Railroad Company did at any time or in any way become liable for or undertake to pay or assume the liabilities, debts, or obligations of the said Louisville, New Orleans & Texas Railway Company or any of them.

All of which defendant is ready to verify; wherefore it prays judgment, &c.

MAYES & HARRIS,
Att'ys for Def'ts.

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3rd Plea.

And for a further plea to the said declaration, leave of court having been first obtained, comes the defendant The Yazoo & Mississippi Valley Railroad Company, and as to all the taxes herein demanded, except those assessed upon and claimed because of the railroads and property described in the declaration as the "special charter" and the "Helena branch" and the "Bayou Sara branch," says that the said Louisville, New Orleans & Texas Railway Company was authorized by and organized under and its railroad was constructed and equipped at a cost and expenditure of many millions of dollars under an act of the legislature of the State of Mississippi entitled An act to authorize the Memphis & Vicksburg Railroad Company and the Mississippi Valley and Ship Island Railroad Company to effect a consolidation, approved March 3rd, 1882, as amended by said act of March 15th, 1884; that section five of said act of 1882 was in words and figures as follows:

"SEC. 5. Be it further enacted, That the provisions of the twenty-first section of an act entitled 'An act to incorporate the Mobile and North Western railroad,' approved July 20, 1870, is hereby made to apply to the said consolidated company, and for that purpose the said section is hereby declared to be a part of this act, and this section shall be construed as though the said twenty-first section was specifically and fully set out herein; but this section shall not be in force for a longer time than twenty-five years from the approval of this act."

That the said twenty-first section as referred to and made a part of and incorporated into said fifth section of said act of 1882 was in words and figures as follows:

"SECTION 21. Be it enacted, That in consideration of the construction of the railroads provided for herein, and of the great benefit which the State will receive in the development of its agricultural resources by means of said railroads as works of internal improvement, and also of the increased value which will thereby be added to the property of the State, thus enabling the State to greatly increase its revenue without additional and burdensome taxation upon the people, the State hereby agrees with said company, (and which agreement is irrepealable) that all taxes to which said company shall be subject for the period of thirty years, are hereby appropriated and set apart, and shall be applied to the payment of the debts and liabilities which the said company may have incurred in the construction of said road, or for money borrowed by said company upon lands or otherwise, to be used in constructing said road, or paying debts incurred by said company in constructing the same; and it shall be the duty of the tax collector in every county in each and every year, to give to said company a receipt in full for the amount of said taxes upon receiving from said company an affidavit made by the president or cashier of said company, that the amount of said taxes have actually and in good faith been paid and applied by said company during the year, in payment of the debts incurred, or money borrowed as aforesaid, and which receipt so given shall be in full of all taxes, county, State and municipal, to which said company shall be subject; provided, however, that whenever the profits of said company shall enable it to declare and pay to the stockholders an annual dividend of eight per cent. upon its capital stock over and above the payment of its debts and liabilities, then the appropriation of the taxes aforesaid shall cease, and said taxes shall be paid by said company to the tax collector, to be by him paid over as required by law."

That said act of 1882, as amended by the said act of 1884, was accepted by the said Louisville, New Orleans & Texas Railway Company as its charter, and said railroad was constructed and equipped thereunder, and said charter did constitute a contract between the said railroad company and the said State of Mississippi, wherein and whereby, by and through said section five, adopting the said section twenty-one, it was contracted irrepealably for twenty-five years from the approval of said act—that is, until the 3rd day of March, 1907; that in consideration of the construction of the rail-

roads provided for in said act and of the great benefit which the State would receive therefrom, as set forth in said section, the State agreed and contracted that all of the taxes to which
623 said company should be subject should be and were appropriated and set apart and directed to be applied by said company to the payment of the debts and liabilities which the said company should incur in constructing said railroad, and to the payment of monies borrowed by said company upon lands or otherwise to be used in constructing said railroad, and to the payment of debts incurred by said company in constructing the same; that the said company did, in consideration of the said charter and contract by and with the said State and relying thereupon, undertake the construction and equipment of said railroad contemplated by said act, and did construct and equip the same, and did continuously operate the same, as contemplated by said act, until the consolidation mentioned in the said declaration, and this defendant, The Yazoo & Mississippi Valley Railroad Company, has operated the same since that time until the beginning of this suit, and in the construction thereof, conformably to the intent and meaning of said act, the said Louisville, New Orleans & Texas Railway Company did incur enormous debts and liabilities, and did borrow large sums of money to be used in such construction and so used, and did pay large debts incurred in constructing the same, as contemplated by said act.

That on or about the 24th day of October, 1892, the said Louisville, New Orleans and Texas Railway Company was consolidated with and merged in the defendant The Yazoo & Mississippi Valley Railroad Company by the act and deed of the said two companies, as authorized by their charters, by which said consolidation the existence of the said Louisville, New Orleans and Texas Railway Company was merged into that of the said Yazoo and Mississippi Valley Raiwlay Company without creating any new company or disturbing or breaking the continuous existence of the latter company; that proceeding under the said section five, adopting the said section twenty-one, and in conformity thereto, as to all of the railroads and property in said declaration mentioned and all of the taxes payable thereon, as set forth in said declaration, except those parts of said railroad described in said declaration and named therein as "the special charter" and "the Helena branch" and the "Bayou Sara branch" and the taxes payable thereon during the said years 1892, 1893, 1894, and 1895, and in due and proper time the Yazoo & Mississippi Valley Railroad Company delivered to the tax collector of each and every of said counties an affidavit made by the president of said company or by the cashier thereof that the amount of said taxes had actually and in good faith been paid and applied by said company (or in the year 1892 by said Louisville, New Orleans & Texas Railway Company) during said years 1892, 1893, 1894, and 1895, in payment of the debts incurred by said Louisville, New Orleans & Texas Railway Company in the construction of its said railroad or money borrowed by said last-named company upon lands or otherwise to be used in constructing said road

or paying debts incurred by said last-named company in constructing the same; whereupon the said several tax collectors did each and every one give to defendant a receipt in full for the amount of said taxes respectively, excepting, as aforesaid, as to those said parts of said railroad described in said declaration and named therein as the "special charter" and the "Helena branch" and the "Bayou Sara branch" and the taxes thereon.

That it is not true, as in said declaration is falsely alleged, that on or about July 21st, 1892, or at any other time all the railroads and property of said Louisville, New Orleans and Texas Railway Company *was* purchased by the Illinois Central Railroad Company or any part thereof; nor is it true, as in said declaration is falsely alleged, that on or about the 25th day of October, 1892, or at any other time the said Illinois Central Railroad Company turned over, delivered to, and merged all said property and railroads of said Louisville, New Orleans & Texas Railway Company or any part thereof into the railroad system and property of the said Yazoo & Mississippi Valley Railroad Company; nor is it true, as in said declaration is falsely alleged, that the said Illinois Central Railroad Company then and there owned and controlled the said railroad system and property of said Yazoo & Mississippi Valley Railroad Company to any other extent or degree than that it held and operated a portion of railway between Jackson, Miss., and Parsons, in Grenada county, which was constructed by said Yazoo & Mississippi Valley Railroad Company several years before said con-
624 solidation and which forms no part of the railroads and property hereinbefore mentioned under a lease for a term of years; nor is it true, as in said declaration is falsely alleged, that in said October, 1892, or at any other time the said Yazoo & Mississippi Valley Railroad Company began and has since continued operating all said railroads and railroad system of said Louisville, New Orleans and Texas Railway Company or any part thereof under the direction and control of the said Illinois Central Railroad Company, nor is it true, as falsely alleged, that the said Illinois Central Railroad Company did at any time or in any way become liable for or undertake to pay or assume the liabilities, debts, or obligations of the said Louisville, New Orleans & Texas Railway Company or any of them.

All of which said defendant is ready to verify; wherefore it prays judgment, &c.

MAYES & HARRIS,
Att'ys for Def't.

4th Plea.

And for a further plea to the said declaration, leave of the court being first obtained, comes the defendant The Yazoo & Mississippi Valley Railroad Company, and as to all the taxes herein demanded, except those assessed upon and claimed because of the railroads and property described in the declaration as the "special charter" and the "Helena branch" and the "Bayou Sara branch," says:

That on the 1st day of December, 1869, the people of the State of

Mississippi adopted their constitution of that year and date, by which the then existing constitution was displaced and abrogated; that section 13 of article XII of said constitution was in these words: "The property of all corporations for pecuniary profits shall be subject to taxation the same as that of individuals."

That on the 20th day of July, 1870, the legislature of the State of Mississippi passed an act entitled "An act to incorporate the Mobile and North Western Railroad Company," of which act section twenty-one was in the words and figures following, to wit:

"SECTION 21. Be it enacted, That in consideration of the construction of the railroads provided for herein, and of the great benefit which the State will receive in the development of its agricultural resources by means of said railroads as works of internal improvement, and also of the increased value which will thereby be added to the property of the State, thus enabling the State to greatly increase its revenue without additional and burdensome taxation upon the people, the State hereby agrees with said company (and which agreement is irrepealable) that all taxes to which said company shall be subject for the period of thirty years, are hereby appropriated and set apart, and shall be applied to the payment of the debts and liabilities which the said company may have incur-ed in the construction of said road, or for money borrowed by said company upon lands or otherwise, to be used in constructing said road, or paying debts incurred by said company in constructing the same; and it shall be the duty of the tax-collector in every county in each and every year, to give to said company a receipt in full for the amount of said taxes upon receiving from said company an affidavit made by the president or cashier of said company, that the amount of said taxes *have* actually and in good faith been paid and applied by said company during the year, in payment of debts incurred, or money borrowed as aforesaid, and which receipt so given shall be in full of all taxes, county, State and municipal, to which said company shall be subject; provided, however, that whenever the profits of said company shall enable it to declare and pay to the stockholders an annual dividend of eight per cent. upon its capital stock over and above the payment of its debts and liabilities, then the appropriation of the taxes aforesaid shall cease, and said taxes shall be paid by said company to the tax-collector, to be by him paid over as required by law."

That on the 8th day of Augyst, 1870, the same legislature passed another act, entitled "An act supplemental to the acts of incorporation of certain railroad companies," by which the provisions of said twenty-first section of the said Mobile and North Western
625 Company were extended to certain other railroad companies of said State, amongst them to the Natchez & Jackson (afterwards the Naychez, Jackson and Columbus) Railroad Company.

That at the April term, 1878, the supreme court of the said State decided the case reported in the 56th volume of Mississippi reports, under the style of Mississippi Mills *v.* Cook, tax collector, in which it was determined that the said provision of the constitution of 1869, set forth above, did not require that the property of corporations for

pecuniary profit should be taxed, but only meant that such property should remain subject to taxation at the will of the legislatures of the State; that no legislature could by contract or privilege of exemption thereafter made place such property beyond the taxing power of any succeeding legislature or of itself, but that such contract or privilege could, when thereafter granted by any legislature, be repealed by any legislature.

That such decision, rendered twenty years ago, has remained unchallenged and unmodified until the 20th day of June, 1898; that it has been either expressly followed or its principle applied without express citation in many subsequent decisions of the said supreme court, to wit, in McCulloch *v.* Stone, 64 Miss., decided in 1886; in Railroad Company *v.* Thomas, 65 Miss., decided in 1888; in Bank *v.* Worrall, 67 Miss., decided in 1889; in Attala County *v.* Kelly and in Railway Company *v.* Taylor, 68 Miss., decided in 1890; in Railroad Company *v.* Lambert, 70 Miss., decided in 1893, being the settled and unquestioned law of the State ever since its making.

That ever since such decision its construction of the constitution has been recognized and followed in all the departments of the State government, legislative and executive, and plainly recognized and followed by the constitutional convention of said State in the year 1890 in the formation and adoption of the new constitution of that year.

On the 3rd day of March, 1882, the legislature of said State passed the act entitled "An act to authorize the Memphis & Vicksburg Railroad Company and the Mississippi Valley and Ship Island Railroad Company to effect a consolidation," said companies being two companies theretofore chartered by said State, which had until then failed to construct the railroads contemplated by their respective charters, and section five of said act of 1882 was in the words and figures as follows:

"SEC. 5. Be it further enacted; That the provisions of the twenty-first section of an act entitled, An act to incorporate the Mobile & North Western railroad, approved July 20, 1870, is hereby made to apply to the said consolidated company, and for that purpose the said section is hereby declared to be part of this act, and this section shall be construed as though the twenty-first section was specially and fully set out herein; but this section shall not be in force for a longer time than twenty-five years from the approval of this act."

That thereafter said act of 1882 was amended by the act approved March 15th, 1884, mentioned in the declaration herein. Accepting the terms and offers of the act of 1882 aforesaid, so amended, a consolidation was effected in the year 1884 between said Memphis & Vicksburg Railroad Company and the three other companies, as set forth in the declaration herein, and thereby the Louisville, New Orleans & Texas Railway Company was formed as a new company, with the said act of 1882 as amended by the said act of 1884 as its charter and the charters of its constituent members, as provided in section 1 of said act of 1882.

That, proceeding under said charter and under said section five

as a part thereof, the said Louisville, New Orleans & Texas Railway Company proceeded to construct and equip the railroads contemplated in said acts, beginning the construction thereof in the year 1882 and making the connection of track through Memphis, in the State of Tennessee, to New Orleans, in the State of Louisiana, by way of Vicksburg, in the said State of Mississippi, over the route prescribed in said acts, in the latter part of the year 1884, and adding branches thereto, as authorized by said acts and contemplated therein, from time to time, until and in the year 1891, at an immense expenditure of money and by the incurring of enormous liabilities and by borrowing for such purposes large sums of money, all as authorized by and contemplated in said acts, all of the railroads and property mentioned in this declaration and about the taxes upon which this defendant is sued herein being part and parcel of
626 the railroad so built and constructed under and by virtue of such authority, except those parts mentioned in the declaration and described as the "special charter" and the "Helena branch" and the "Bayou Sara branch," which were constructed by other companies under other charters and were purchased by said company.

That in the construction and equipment of said railroad and other necessary costs incident to such enterprise the said railroad company borrowed money and so used the same for such purposes and incurred liabilities and made payments, using bonds and stock for such payments, all as authorized by its said charters, so that the stock and bonds issued by it for such payments and for such borrowed money and in discharge of the liabilities so incurred amounted in the year 1884 to more than four million dollars of stock and more than twelve million dollars of first-mortgage bonds and more than nine million dollars of income mortgage bonds which were subordinated to the said first-mortgage bonds, and for such purposes aforesaid, as authorized by said charter, in subsequent years other stock and bonds were issued from time to time in the extension and development of said railroad and its betterment for its public uses, until in the year 1890 the total issuance of stock had reached the amount of five million dollars, and of first-mortgage bonds the sum of over sixteen millions of dollars, and of second-mortgage bonds the sum of over nine million dollars, and of income bonds the sum of ten million dollars, all of which bonds and stock had been placed on the money markets of the world and large amounts thereof were sold and disposed of to various parties, citizens of other States than Mississippi, and of Europe, who bought the same in the usual course of trade and for value and without notice.

On the 1st day of November, 1890, the people of the State of Mississippi, in convention assembled, adopted a new constitution, which became operative on that day, and of which section 181 expressly declared that "the property of all private corporations for pecuniary gain shall be taxed in the same way and to the same extent as the property of individuals," thus by plain enactment recognizing the interpretation placed by the Mississippi Mills case upon the constitution of 1869 and changing the rule so as actually to require taxa-

tion by changing the language of the provision; but in the same connection it is also provided that "exemptions from taxation to which corporations are legally entitled at the adoption of this constitution shall remain in full force and effect for the time of such exemptions as expressed in their respective charters or by general law unless sooner repealed by the legislature," thus expressly recognizing and retaining the validity of the exemption already granted under the constitution of 1869, since as to those contained in charters anterior to 1869 the legislature could not repeal the same and the constitutional convention could not, and such provisions would be as to them wholly unnecessary and nugatory.

Afterwards, in January, 1891, was decided by the said supreme court of said State the case of The Louisville, New Orleans and Texas Railway Company *v.* Taylor, reported in 68th Mississippi Reports, in which case a sheriff and tax collector of the county of Panola was endeavoring to collect certain taxes from the said county. The said court adjudicated expressly that the said company so formed as aforesaid was entitled to the privilege called therein an "exemption" contained in the said section twenty-one, which was declared to be conferred upon the consolidated railways by said act of 1882.

That continuously and habitually all of the executive officers of the State and of its counties and towns and all departments of the State government recognized and acted upon the right and title of the said Louisville, New Orleans and Texas Railway Company to the said privilege of the said section twenty one (that is, section five of the act of 1882) from the formation of said company until and during the year 1892. During all of such period the several tax collectors whose duty it was to collect taxes habitually and without objection and as a mere matter of course delivered to the said company the tax receipts provided for in said section on the presentation of the affidavits therein provided for, and at various sessions of the legislature during said period members thereof introduced bills for the purpose of repealing said privilege of said section,
627 but each successive legislature at which such efforts were made refused to repeal the same.

Afterwards, in or about the month of July, 1892, this defendant, The Illinois Central Railroad Company, a citizen and corporation of the State of Illinois, purchased of the mortgage bonds aforesaid as follows: Of the first-mortgage bonds the amount of thirteen million dollars; of the second-mortgage bonds the sum of over eight million of dollars, and of the income bonds the sum of over eight millions of dollars, paying a large price therefor, and at or about the same time the Mississippi Valley Company, a corporation of the State of Mississippi, but of whose capital stock the defendant The Illinois Central Railroad Company held almost all, purchased nearly four million dollars of said capital stock of the Louisville, New Orleans and Texas Railway Company, and both of said purchasing corporations made their said purchases contemplating and relying on the said privilege of said section five (or twenty-one) in said act of 1882, and upon the said settled rule of law in respect

thereto, as expounded in the said Mississippi Mills case, and the subsequent cases aforesaid following the same, and on said section 181 of the constitution of 1890, and on the said Taylor case above cited, and upon the said uniform recognition of said right by all departments and officers of said State, as aforesaid, as a very material element of value in their said purchases and a material inducement thereto.

That afterwards, to wit, on the 24th day of October, 1892, this defendant, The Yazoo & Mississippi Valley Railroad Company, and the said Louisville, New Orleans and Texas Railroad Company, by virtue of the authority conferred upon them in and by their respective charters, were consolidated with each other by way of a merger, so that the existence of the latter company was merged and sunken in that of the former, and the existence of the former, this defendant, continued unbroken and no new company was formed; that in making such consolidation with the said Louisville, New Orleans & Texas Railway Company the latter company brought into the consolidation its property, rights, franchises, privileges, and immunities, including the privilege of said section five of the act of 1882, and the consolidated company, this defendant, assumed its debts and liabilities, and in making such consolidation with said Louisville, New Orleans & Texas Railway Company this defendant, The Yazoo & Mississippi Valley Railroad Company, contemplated and relied on the said privilege of section five (or twenty-one) in said act of 1882, and upon the said settled rule of law in respect thereto as exp-unded in the said Mississippi Mills case, and the subsequent cases aforesaid following the same, and on said section 181 of the constitution of 1890, and on the said Taylor case above cited, and upon the said uniform recognition of said right by all of the officers and departments of said State, as aforesaid, such privilege being a very material element of value in the said consolidation and a material inducement to this defendant, The Yazoo & Mississippi Valley Railroad Company, to make the same with the said Louisville, New Orleans and Texas Railway Company.

By said consolidation the said Louisville, New Orleans & Texas Railway Company carried into the consolidated company, as part of its assets and property, the line of railroad between Jackson, Mississippi, and the city of Natchez, in said State, which had been the railroad of the Natchez, Jackson and Columbus Railroad Company aforesaid, together with the privilege of said section twenty-one, which had been by the act of 1870, aforesaid, extended to that company as aforesaid, and which the said company had by its deed conveyed to the said Louisville, New Orleans & Texas Railway Company in the year 1890, under and by virtue of an act of the legislature of the said State of that year specially authorizing such sale and conveyance.

In the month of January, 1893, one Lambert, sheriff of Adams county, in said State, undertook to collect privilege and ad valorem taxes on the property in Adams county that had been the property of said Natchez, Jackson and Columbus Railroad Company, as aforesaid, in disregard of said right under said section twenty-one, and this

defendant, The Yazoo and Mississippi Valley Railroad Company, as consolidated, and the said Natchez, Jackson and Columbus Railroad Company enjoined such collection, setting up the privilege aforesaid, and said cause having been taken by them to the said supreme court on appeal from an adverse decision by the chancellor in the court below, the said supreme court, in the case of Railroad *v.*
628 Lambert, 70 Miss. Reports, decided at the March term, 1893, adjudged that the said consolidation of 1892 operated by way of merger only, and did not form a new company subject to section 180 of the constitution of 1890, and that the so-called exemption (that is to say, the privilege conferred by said section twenty-one) not only passed by the sale of 1890 to the said Louisville, New Orleans & Texas Railway Company, but also, by said consolidation of 1892, passed as property and privilege of the said last-named company into the consolidated company, and appertained to this defendant, The Yazoo & Mississippi Valley Railroad Company, and in said decision the said Mississippi Mills case was again expressly reaffirmed, and the demand and claim of said sheriff and tax collector were denied.

Further, that on the faith of the decision in the Mississippi Mills case aforesaid and said other cases named following the same, and of the said section 181 of the constitution of 1890, and of the said Taylor case, and of the said Lambert case, and of the said uniform recognition of said right and privilege by all of the officers and departments of said State, as aforesaid, the said defendant, The Yazoo & Mississippi Valley Railroad Company, executed on the 24th day of May, 1893, a certain mortgage, a copy of which is herewith filed as Exhibit A, upon the said railroads and property that were of the former Louisville, New Orleans and Texas Railway Company, including the income therefrom, to secure the amount of twenty-five millions of dollars of mortgage bonds of the Illinois Central Railroad Company, then about to be put on the market and sold, and which were immediately thereafter placed upon the market and sold to innocent purchasers, any and every where, in the usual course of such business, for value and without notice of the claim now advanced in this cause, who took and bought the same, relying upon the said decisions and the said recognition and course of dealing of said officers and departments; and the said defendant, The Illinois Central Railroad Company, after the said Lambert case was decided, and relying upon the same, and relying upon said mortgage, the scope and value of which was directly affected by that decision, and relying upon the property and income in and by such mortgage pledged as security for said bonds, to which said Illinois Central Railroad Company could and did look as a safeguard and protection to it against its own liability on said bonds to the purchasers and holders thereof, did issue and become liable on large amounts of such bonds for the use and benefit of said Yazoo & Mississippi Valley Railroad Company, as consolidated, to wit, for the purpose of paying its floating debts and for the purpose of improving, developing, extending, equipping, and otherwise bettering its railroad and outfit, all as stipulated to be done in

said deed of mortgage; and a part of the security of such mortgage, as shown on the face thereof, is the income annually derived from the railroad property that was — property of the said Louisville, New Orleans and Texas Railway Company, which income was and is pledged as security and was and is the only fund provided for the payment of the coupons of the second-mortgage bonds and the coupons of the income mortgage bonds of said last-named company under the said mortgages of 1886 and earlier date, such income being the net income left after paying off operating expenses and the interest on the first-mortgage bonds and taxes, and such net income being never at any time sufficient to pay off the whole of the coupons of said second-mortgage bonds nor any of the coupons of said income mortgage bonds, and the interest on said income mortgage bonds being non-accumulative, but payable only out of the net income, as aforesaid, of the same year in which the coupons mature; and the collection by this suit of the taxes demanded would directly deprive the holders of said second-mortgage bonds and income bonds of *y*heir incomes therefrom and of this defendant, the said Yazoo & Mississippi Valley Railroad Company, of its ability to pay anything on such interest on such bonds and would imperil the safety of such bonds and the coupons thereof.

And after the decision of said Lambert case this defendant, The Yazoo & Mississippi Valley Railroad Company, relying upon said decision and the adjudications thereof, continued for five years, until the 20th day of June, 1898, to conduct its business upon the principle of said decision, that it was not a new company, but the original Yazoo & Mississippi Valley Railroad Company of 1882,

and made many contracts and incurred numerous obliga-
629 tions, and paid off and discharged many debts and liabilities,

and especially paid to the holders of construction debts of the said Louisville, New Orleans and Texas Railway Company in full the taxes for the years 1893, 1894, and 1895, as provided in said section five of the act of 1882, and transacted all of its business upon that basis, the items of which are too numerous to undertake to set forth in this plea, and again, especially relying on said Mississippi Mills case, and on sec. 181 of the constitution of 1890, and said Taylor case in 1892, and on the *same and on the* said Lambert case in 1893 and 1894 and 1895, the said Yazoo & Mississippi Valley Railroad Company did in such years, having in its hands in each year a balance of $200,000 of net earnings, as aforesaid, for each such year after payment of operating expenses and taxes and interest on first-mortgage bonds, pay the same over as such net balance to holders of coupons on said mortgage bonds in amount of $200,000 per annum, out of which amounts so respectively paid out said Yazoo & Mississippi Valley Railroad Company, by its contract with such bondholders, had the right to pay off all assessed taxes and would have paid off these taxes except for such decisions and section of constitution, and such coupons so paid were liabilities only against the said net income of said Yazoo & Mississippi Valley Railroad Company and were not liabilities against said company.

Thereafter this plaintiff, proceeding under the authority claimed

to be conferred upon him by chapter 126 of the Annotated Code of 1892, which became operative on the 2nd day of April, 1892, on the — day of ——, 1893, brought in this court his action at law, demanding of defendants taxes alleged to be due to the State and the several counties named and the several municipalities named in his declaration under and by virtue of the revenue laws of said Annotated Code, which became operative on said 2nd day of April, 1892, on the property that had been property of the said Louisville, New Orleans & Texas Railway Company, not including the property that had been property of the said Natchez, Jackson and Columbus Railroad Company, and for the privilege of operating the same money amounting to about the sum of $109,000 00, all for the year 1892. Afterwards, proceeding under the authority claimed to be conferred upon him by the act of the year 1894, enlarging and defining his powers as such agent, he brought a second action, under a similar pretence of right, under the same revenue laws, demanding similar taxes on the same property for the years 1893 and 1894.

Afterwards he brought a third action, under a similar pretense of right and authority, demanding similar taxes on the same property for the year 1895, said action being brought on the — day of ——, 1896.

Afterwards, by order of this court, said three suits were consolidated into one, being this cause, and were subsequently tried as one. Said trial resulted in a verdict and judgment for the defendants as to the taxes of 1892, 1893, and 1894, but in a verdict and judgment in favor of the plaintiff as to the taxes of 1895, amounting to about $88,000.00, from which decision the plaintiff appealed to said supreme court and the defendants prosecuted a cross-appeal. Said appeal and cross-appeal were decided by said supreme court on Monday, the 20th day of June, 1898, and the said court reversed the judgment of this court on both the appeal and the cross-appeal, and it held and adjudged that the said section 13 of article XII of the constitution of 1869 meant that the property of corporations for pecuniary profits should be actually taxed and not merely subject to taxation at the will of the legislature; that the said twenty-first section of the said Mobile and North Western charter and said section five of the said act of 1882 were void *ab initio*, and the case of the Mississippi Mills *v.* Cook aforesaid was expressly overruled, and all of its subsequent cognate cases aforesaid were overruled by necessary consequence, including the said Taylor case. It was further adjudged that the said consolidation of 1892 operated to extinguish both of the consolidating companies and not by way of merger, and created a new company subject to section 180 of the constitution of 1890, and the said Lambert case was also expressly overruled: wherefore the said privilege of section five of the act of 1882 would not have come to the said defendant, The Yazoo & Mississippi Valley Railroad Company, even if the said section had not been void under the constitution of 1869, as aforesaid.

630 Up to the day of said decision—that is, until said 20th of June, 1898—the said recognition of the right of the defendant,

the said Yazoo & Mississippi Valley Railroad Company, to avail itself of and to have the benefit of said section five and said course of dealing in respect thereto had been continued by the tax collectors of said State and counties, and said receipts contemplated by said section had been regularly delivered to the said defendant on the presentation of the required affidavits, and at the sessions of the legislature held in the years 1894, 1896, and 1898 renewed efforts had been made to repeal the said privilege of said section; but the legislature again and each time refused to do so.

And up to said day of such decision the bonds aforesaid of the Louisville, New Orleans and Texas Railway Company and of the Illinois Central railroad, secured as aforesaid, and the stock of the said Louisville, New Orleans & Texas Railway Company remained and continued on the money markets, and were being bought and sold for value largely and by innocent purchasers without notice. The holders of the said second-mortgage bonds and of said income bonds of the Louisville, New Orleans & Texas Railway Company have no resource or security for the payment of their coupons of interest except the earned income of said road after payment of the interest on first-mortgage bonds and operating expenses and taxes, and so far as the said income bonds are concerned, that income must be earned during the current year in order that the coupons shall be payable at all. The earnings of the said road have never been large enough to enable it to pay the interest in full of the second-mortgage bonds on the basis as stated above, nor to pay any interest on the income bonds, or to pay any dividends to stockholders, and the direct effect of said decision is to place a burden of about one hundred thousand dollars per annum upon an income already insufficient to meet the interest as aforesaid, or to pay dividends on the capital stock, in disregard of the said privilege of said section five and under statutes enacted subsequent thereto.

That this suit by the plaintiff and the said decision of June 20th, 1898, are violative of section 10, article 1, of the Constitution of the United States, which forbids any State to pass any law impairing the obligation of a contract, and do impair the obligation of contracts as follows:

(1) The contract between the said Louisville, New Orleans & Texas Railway Company and its successor, this defendant, The Yazoo & Mississippi Valley Railroad Company, and the State of Mississippi, embodied in the said act of 1882, as amended by the act of 1884 aforesaid, and especially in said section five of said act of 1882; (2) the contract, between the said Louisville, New Orleans & Texas Railway Company and its stockholders, including said Mississippi Valley Company, as embodied in said acts and section, and their subscriptions thereunder to and for stock of said company and purchases thereof; (3) the contract between said Louisville, New Orleans & Texas Railway Company and the trustees of its first, second, and income mortgages aforesaid and the many and various purchasers of the several bonds secured by said several mortgages, including defendant The Illinois Central Railroad Company, as embodied in and affected by the said acts and section, and the mort-

gages and bonds made and issued thereunder; (4) the contract of consolidation of 1884, by which the said Louisville, New Orleans & Texas Railway Company was formed, as set forth in the declaration herein; (5) the contract of consolidation of 1892 aforesaid between said Louisville, New Orleans & Texas Railway Company and the Yazoo & Mississippi Valley Company, and the many contracts made and liabilities incurred by the said Yazoo & Mississippi Valley Company thereunder as aforesaid; (6) the mortgage contract of the 24th of May, 1893, above set forth, and the contract of the trustee thereunder and that of the Illinois Central Railroad Company thereunder, and the contracts of the various holders and purchasers of the bonds thereby secured and the security of the said Illinois Central Railroad Company thereunder, as hereinbefore stated.

That this suit by the plaintiff and the said decision of June 20th, 1898, are violative of section 1 of the 14th amendment to the Constitution of the United States, which forbids any State to deprive any person of property without due process of law, or to deny any person within its jurisdiction the equal protection of the laws; both of which are done
631 by said suit and decision as follows: (1) By requiring and forcing this defendant, The Yazoo & Mississippi Valley Railroad Company, to pay anew and for the second time in currency for the benefit of the said State and of the counties and municipalities named in said declaration the same identical taxes amounting to about $100,000.00 per annum for the years 1886 to 1897, inclusive, which it and its predecessor, the said Louisville, New Orleans & Texas Railway Company, from year to year as due, have paid to their construction creditors, as designated by the said section five in the act of 1882, such payments being made when the said supreme court had declared that it was right and lawful so to make the same, and in reliance upon said declaration and the common action and holding of all officers and departments of the State as aforesaid; (2) by requiring and forcing this defendant, The Yazoo & Mississippi Valley Railroad Company, to pay in taxes for the years 1886 to 1907, inclusive, a sum of not less than $100,000.00 per annum, which sum the legislature of said State, as an inducement to the said Louisville, New Orleans & Texas Railway Company to construct said railroad, declared should not be paid except in the manner indicated in said section five of the act of 1882, such declaration and legislation being made and had and the same being accepted by the said Louisville, New Orleans & Texas Railway Company and afterwards by this defendant, The Yazoo & Mississippi Valley Railroad Company, and acted upon by them, as stated hereinbefore, at a time when the said supreme court had declared and settled that such declaration and legislation was valid and binding, and so continued to declare for more than twenty years, such requirement not being by the will and order of the legislature in the premises, but only by a total and sudden revolution in the judicial construction of the constitution of the State; (3) by taking away by retroactive judicial legislation of a large part of the security held by purchasers and holders of the aforesaid bonds of the

Louisville, New Orleans & Texas Railway Company (including the defendant The Illinois Central Railroad Company), and also of the purchasers and holders of the Illinois Central bonds aforesaid; (4) by depriving the said Illinois Central Railroad Company of a large part of the security and protection which it held under the said mortgage of 1893, as aforesaid; (5) by taking away from the holders of stock in the former Louisville, New Orleans & Texas Railway Company (including said Mississippi Valley Company) and of stock in the Yazoo & Mississippi Valley Company, Consolidated, a large part of the net income of the said railroad, out of which alone they can obtain dividends, by judicial change of construction, made since they acquired their several shares of stock; (6) by depriving said Yazoo & Mississippi Valley Railroad Company of its contract status by the consolidation of 1892 as the original company of 1882, thus denying to the consolidated companies the right to contract in such matter as they may desire, in disregard of their charter privileges in that respect.

That, proceeding under said section five, adopting said section twenty one, and in conformity thereto, as to all of the railroads and property in said declaration mentioned (except as to the said special charter and Helena branch and Bayou Sara branch) and all of the taxes payable thereon, as set forth in said declaration, during the said year 1892, the said Louisville, New Orleans & Texas Railway Company and the Yazoo & Mississippi Valley Railroad Company, in due and proper time during the years 1893, 1894, and 1895, and in due and proper time the said last-named company paid said taxes to the full extent thereof in the payment of debts and liabilities which the said Louisville, New Orleans & Texas Railway Company had incurred in the construction of said road and in payment of money borrowed by said last-named company to be used in such construction and so used and in payment of debts incurred by said last-named company in such construction, and also on due and proper time in each of said years respectively the Yazoo & Mississippi Valley Railroad Company delivered to the tax collector of each and every of said counties an affidavit, made by the president of said company or by the cashier thereof, that the amount of said taxes had actually and in good faith been paid and applied by said company (or as to the year 1892 by said Louisville, New Orleans & Texas Railway Company) during said years 1892, 1893, 1894, and 1895 in payment of debts incurred by the said Louisville,
632 New Orleans & Texas Railway Company in the construction of its railroad or money borrowed by said last-named company upon lands or otherwise to be used in constructing said road or paying debts incurred by said last-named company in constructing the same, whereupon the said several tax collectors did, each and every one, give to defendant a receipt in full for the amount of said taxes respectively, excepting as aforesaid; that it is not true, as in said declaration is falsely alleged, that on or about July 21st, 1892, or at any other time, all the railroads and property of said Louisville, New Orleans & Texas Railway Company *was* purchased by the Illinois Central Railroad Company, or any part thereof; nor

is it true, as in said declaration is falsely alleged, that on or about the 25th day of October, 1892, or at any other time the said Illinois Central Railroad Company turned over, delivered to, and merged all said property and railroads of said Louisville, New Orleans & Texas Railway Company or any part thereof into the railroad system and property of the said Yazoo & Mississippi Valley Railroad Company; nor is it true, as in said declaration is falsely alleged, that the said Illinois Central Railroad Company then and there owned and controlled the said railroad system and property of said Yazoo & Mississippi Valley Railroad Company to any other extent and degree than that it held and operated under a lease for a term of years a portion of railway between Jackson, Miss., and Parsons, in Grenada county, which was constructed by said Yazoo & Mississippi Valley Railroad Company several years before said consolidation, and which forms no part of the railroads and property hereinbefore mentioned; nor is it true, as in said declaration is falsely alleged, that in October, 1892, or at any other time, the said Yazoo & Mississippi Valley Railroad Company began and has since continued operating all said railroads and railroad system of said Louisville, New Orleans & Texas Railway Company or any part thereof under the direction and control of the said Illinois Central Railroad Company; nor is it true, as falsely alleged, that the said Illinois Central Railroad Company did, at any time or in any way, become liable for or undertake to pay or assume the liabilities, debts, or obligations of the said Louisville, New Orleans & Texas Railway Company or any of them.

All of which the defendant is ready to verify. Wherefore it prays judgment, &c.

MAYES & HARRIS,
Att'ys for Def't.

5th Plea.

And for a further plea to said declaration, leave of the court being first obtained, comes the defendant The Yazoo & Mississippi Valley Railroad Company, and as to all the taxes herein demanded, except those assessed upon and claimed because of the railroads and property described in the declaration as the "special charter," the "Helena branch," and the "Bayou Sara branch," says:

1. That the said Louisville, New Orleans & Texas Railway Company was authorized by and organized under an act of the legislature of the State of Mississippi entitled "An act to authorize the Memphis & Vicksburg Railroad Company, and the Mississippi Valley and Ship Island Railroad Company to affect a consolidation," approved March 3rd, 1882, as amended by the said act of March 15th, 1884.

2. That on or about the 24th day of October, 1892, the said Louisville, New Orleans & Texas Railway Company was consolidated with and merged in the said defendant, The Yazoo & Mississippi Valley Railroad Company, by the act and deed of the said two companies, as authorized by their respective charters, such consolidation, by express agreement in said deed of consolidation, operating

by way of merger of the existence of the Louisville, New Orleans & Texas Railway Company into that of the Yazoo & Mississippi Valley Railroad Company and continuing the existence of the last-named company unbroken and not forming any new company; all under the rule laid down by the Supreme Court of the United States in the case of Whitworth *v.* Tennessee, 117 United States Reports; that by said consolidation the said Louisville, New Orleans & Texas Railway Company carried into the consolidated
633 company as part of its property a certain line of railroad extending from the city of Jackson to the city of Natchez, in said State, and which said L., N. O. & T. Co. had purchased in the year 1870, by authority of an act of the legislature passed in that year to that end, from the Natchez, Jackson & Columbus Railroad Company, whereby said railroad became, in October, 1892, property of this defendant, The Yazoo & Mississippi Valley Railroad Company, as consolidated. Afterwards, to wit, in January, 1893, one Lambert, sheriff and tax collector of Adams county, in said State, undertook to collect taxes, both privilege and ad valorem, for the years 1891 and 1892, on such railroad property in Adams county, notwithstanding the fact, which was the fact, that the legislature of the State of Mississippi had, by the act approved August 8th, 1870, and entitled "An act supplemental to the acts of incorporation of certain railroad companies," extended to the said Natchez, Jackson & Columbus Railroad Company the full privilege of the section numbered twenty-one of the act of July 20, 1870, entitled "An act to incorporate the Mobile & North Western Railroad Company," and said privilege had, by said act of 1890 and the said sale thereunder, passed with said railroad to said Louisville, New Orleans & Texas Railway Company, and by said consolidation of 1892 to the said defendant, The Yazoo & Mississippi Valley Railroad Company.

Thereupon the defendant The Yazoo & Mississippi Valley Railroad Company and the said Natchez, Jackson & Columbus Railroad Company filed in the chancery court of Adams county their two bills in chancery, uniting in the same, in one of which they enjoined the said sheriff from collecting the said privilege taxes, and in the other they enjoined him from collecting the said ad valorem taxes; said bills, amongst other things, set up the facts herein stated, and set up and insisted upon the identical articles of consolidation, and exhibited the same therewith which are set up in and exhibited with this declaration. The sheriff demurred to said bills, and the chancellor sustained said demurrers and dismissed said bills, from which judgments this said defendant, The Yazoo & Mississippi Valley Railroad Company, and the said Natchez, Jackson & Columbus Railroad Company prosecuted their appeal to the supreme court of said State. On said appeal the State of Mississippi appeared formally, and was represented by the Ho[illegible] Frank Johnston, the attorney general of the State, who took charge of the case and argued the same both orally and by written brief. In said litigation and on said appeal the same identical questions and points were raised by the plaintiff in his pleadings herein and by the decision of the supreme court

herein on the 29th of June, 1898, were involved and were presented and were decided as to the effect of the same consolidation of October 24th, 1892, between the said Louisville, New Orleans & Texas Railway Company and the Yazoo & Mississippi Valley Railroad Company. It was contended that, as to the said taxes of both 1891 and 1892, the privilege of said section twenty-one had been lost by said sale of 1890, and that even if not so, so far as the taxes for 1892 were concerned, the said privilege was lost by said consolidation of 1892; that such consolidation created a new corporation which, being created under the constitution of 1890, became subject to its provisions about taxation of corporate property, and could not take the said privilege, and in such cases the said supreme court adjudged and finally decided that the said consolidation of 1892 did operate only by way of merger, and that the existence of the original Yazoo & Mississippi Valley Railroad Company of 1882 was not extinguished thereby, and that no new company was formed thereby, and that the same was not in any way affected by the constitution of 1890, and that the said privilege was not lost thereby. To said litigation and adjudication the said State of Mississippi was a party, being represented in the first instance by its duly authorized officer, the sheriff and tax collector, who was by law authorized to recover taxes by suit, and in the said supreme court by the attorney general, who appeared for the State avowedly, and this defendant, The Yazoo & Mississippi Valley Railroad Company, being one of the two litigants adverse to the State, the said other railroad company being in fact only a formal party to cover a doubt entertained as to which company was the proper one to tender the statutory affidavits under said section twenty-one. Said decision and judgment was and is *res adjudicata* as against said State and all of its municipal subdivisions in questions of taxation, as to the constitutionality of
634 said section five of the act of 1882 (section 21 aforesaid) and as to the effect of said consolidation of 1892 under the said constitution of 1890, and it is hereby pleaded as such.

And the decision of the said supreme court in this cause, rendered on the said 20th day of June, 1898, whereby it was declared that said consolidation of 1892 did form a new company and did cause the loss of said privilege, and the attempted overruling of said Lambert case and this suit, so far as it embraces that question, are violative of the rights of the said defendant, The Yazoo & Mississippi Valley Railroad Company, secured by the fourteenth amendment to the Constitution of the United States, in that they are an effort to deprive said company of its property without due process of law and to deprive said company of the equal protection of the laws; also they are an effort to impair the obligation of the said contract of consolidation and of all the contracts made since said consolidation by said consolidated company, by which it *and* is bound or by which others were and are bound to it, and into which contracts the nature of said consolidated company enters as an element of their obligation.

3. That, excepting as to those taxes assessed upon and claimed because of the railroad and property described in the declaration as

the special charter and the Helena branch and the Bayou Sara branch during the said years 1892, 1893, 1894, and 1895 and in due and proper time, the Yazoo & Mississippi Valley Railroad Company delivered to the tax collector of each and every of said counties an affidavit made by the president of said company or by the cashier thereof that the amount of said taxes had actually and in good faith been paid and applied by said company (or, as to the year 1892, by said Louisville, New Orleans & Texas Railway Company) during said years 1892, 1893, 1894, and 1895 in payment of the debts incurred by the said Louisville, New Orleans & Texas Railway Company in the construction of its said railroad or money borrowed by said last-named company upon lands or otherwise to be used in constructing said road or paying debts incurred by said last-named company in constructing the same; whereupon the said several tax collectors did each and every one give to defendant a receipt in full for the amount of said taxes respectively.

4. That it is not true, as in said declaration is falsely alleged, that on or about July 21st, 1892, or at any other time all the railroads and property of said Louisville, New Orleans & Texas Railway Company *was* purchased by the Illinois Central Railroad Company or any part thereof; nor is it true, as in said declaration is falsely alleged, that on or about the 25th day of October, 1892, or at any other time the said Illinois Central Railroad Company turned over, delivered to, and merged all said property and railroads of said Louisville, New Orleans & Texas Railway Company or any part thereof into the railroad system and property of the said Yazoo & Mississippi Valley Railroad Company; nor is it true, as in said declaration is falsely alleged, that the said Illinois Central Railroad Company then and there owned and controlled the said railroad system and property of said Yazoo & Mississippi Valley Railroad Company to any other extent and degree than that it held and operated under a lease for a term of years a portion of railroad running from Jackson, Miss., to Parsons, in Grenada county, which was constructed by said Y. & M. V. R. R. Co. several years before said consolidation and forms no part of the railroad property described in said declaration; nor is it true, as in said declaration is falsely alleged, that in said October, 1892, or at any other time the said Yazoo & Mississippi Valley Railroad Company began and has since continued operating all said railroads and railroad system of said Louisville, New Orleans & Texas Railway Company or any part thereof under the direction and control of the said Illinois Central Railroad Company; nor is it true, as falsely alleged, that the said Illinois Central Railroad Company did at any time or in any way become liable for or undertake to pay or assume the liabilities, debts, or obligations of the said Louisville, New Orleans & Texas Railway Company or any of them.

All of which the defendant is ready to verify. Wherefore it prays judgment, &c.

MAYES & HARRIS,
Att'ys for Def't.

635 *6th Plea.*

And for a further plea to the said declaration, leave of court having been first obtained, comes the defendant The Yazoo & Mississippi Valley Railroad Company and, as to all of the taxes herein demanded, except those assessed upon and claimed because of the railroads and property described in the declaration as "special charter" and the "Helena branch" and the "Bayou Sara branch," *and* says:

That on the first day of December, 1869, the people of the State of Mississippi adopted a constitution, commonly known since that time as the constitution of 1869, by which the then existing constitution was displaced and abrogated. One provision of said constitution was section 13, article XII, which provided that "the property of all corporations for pecuniary profits shall be subject to taxation the same as that of individuals." Another pr-vision was section 20, article XII, which is as follows:

"SEC. 20. Taxation shall be equal and uniform throughout the State. All property shall be taxed in proportion to its value to be ascertained by law."

Shortly thereafter the legislature of the State of Mississippi, on the 20th day of July, 1870, incorporated the Mobile & North Western Railroad Company, and of that charter of incorporation the twenty-first section was in words and figures as follows, to wit:

"SECTION 21. Be it enacted, That in consideration of the construction of the railroads provided for herein, and oft he great benefit which the State will receive in the development of its agricultural resources by means of said railroads as works of internal improvement, and also of the increased value which will thereby be added to the property of the State, thus enabling the State to greatly increase its revenue without additional and burdensone taxation upon the people, the State hereby agrees with said company (and which agreement is irrepealable), that all taxes to which said company shall be subject for the period of thirty years, are hereby appropriated and set apart, and shall be applied to the payment of the debts and liabilities which the said company may have incurred in the construction of said road, or for money borrowed by said company upon lands or otherwise, to be used in constructing said road, or paying debts incurred by said company in constructing the same; and it shall be the duty of the tax collector in every county in each and every year, to give to said company a receipt in full for the amount of said taxes upon receiving from said company an affidavit made by the president or cashier of said company, that the amount of said taxes have actually and in good faith been paid and applied by said company during the year, in payment of debts incurred, or money borrowed as aforesaid, and which receipt so given shall be in full of all taxes, county, State and municipal, to which said company shall be subject; provided, however, that whenever the profits of said company shall enable it to declare and pay to the stockholders an annual dividend of eight per cent., upon its capital stock over and above the payment of its debts and liabilities, then the appropriation of the taxes afore

said shall cease, and said taxes shall be paid by said company to the tax collector, to be by him paid over as required by law."

At the April term, 1878, of the supreme court of the State of Mississippi that court decided a certain cause, since widely known amongst the members of the bar of said State as the Mississippi Mills case, in which it was litigated and determined the meaning of the foregoing provisions in the said constitution of 1869, and by that decision the said supreme court announced and declared the true meaning of said provisions to be, (1) not a mere declaration that corporate property should be liable to be taxed the same as that of individuals, and (2) not a declaration that it should be actually subjected to such taxation so that the legislature was denied the power to grant exemptions as heretofore, but (3) that the legislature should not thereafter have the power to make grants or exemptions which should be contracts irrepealable by subsequent legislatures, and that the matter of corporate taxation should always be controlled by the legislatures successively.

This decision, rendered twenty years ago, has remained unchallenged and unmodified until now, and not only so, but it has been ex-
636 pressly followed or its principles applied without express citation in many subsequent decisions of the said supreme court, to wit, in McCulloch *v.* Stone, 64 Miss., decided at the October term, 1886; in Railroad Company *v.* Thomas, 65 Mississippi, decided at the October term, 1888; in Bank *v.* Worrall, 67 Mississippi, decided at the October term, 1887; in Attala County *v.* Kelly and in Railway Company *v.* Taylor, 68 Mississippi, decided at the October term, 1890, and in Railroad Company *v.* Lambert, 70 Mississippi, decided at the March term, 1893, and ever since the said decision of said Mississippi Mills case the practical construction, contemporaneous in character, by the various departments of the State, legislative, and executive, has been in accordance therewith until now. On the third day of March, 1882, was passed by the legislature of said State an act which constituted the charter of a railroad company known as the Louisville, New Orleans & Texas Railway Company, together with an amendment, not material here, adopted in March, 1884.

The said act of 1882 contained in it, as section five thereof, a provision granting to the company to be organized under the act, as a new and independent grant, by reference to it, the said section 21 of the Mobile & North Western charter and the benefits thereof, as fully as if the same were set forth in said act of 1882 as section 5 thereof. Said act is entitled "An act to authorize the Memphis and Vicksburg Railroad Company, and the Mississippi Valley and the Ship Island Railroad Company to effect a consolidation," and was approved March 3rd, 1882, and the act amendatory thereof of March 15th, 1884, is the act cited by plaintiff in his declaration herein.

Said act authorizes, as amended, the company chartered thereby to be formed out of the Vicksburg & Memphis Company aforesaid and any other railroad companies of this State or any other State or States of the Union.

Accepting the terms and offers of said act of 1882, so amended,

the said Vicksburg and Memphis Company and three other companies undertook the construction of a railroad from Memphis, in the State of Tennessee, to New Orleans, in the State of Louisiana, by way of Vicksburg, in this State, and got the same through in the year 1884, expending thereon many millions of dollars, and forming, by their consolidation, in accordance with the terms of said act as amended in the year 1884, the said Louisville, New Orleans & Texas Railway Company.

The said case of Taylor *v.* Railway Company, 68 Mississippi, decided at the October term, 1890, above, was a case in which the said Louisville, New Orleans & Texas Railway Company, formed as aforesaid, was one of the parties litigant, the other party being the sheriff and tax collector of Panola county, who had undertaken to collect taxes because of the railway property owned and in possession of said railroad company, and the supreme court in said case decided and adjudged, as theretofore it had been practically adjudged, that said section 5 of the act aforesaid, being chapter 555 of the Laws of 1882, was constitutional and effectual, and did pertain to and belong to the said railway company under and by virtue of the provisions of its charter, and said claim and demand of the said sheriff in respect to the collection of said taxes was by said judgment refused, adjudicated against, and defeated.

Thereafter, in the month of October, 1892, the said Louisville, New Orleans & Texas Railway Company was consolidated with and merged into this defendant, The Yazoo & Mississippi Valley Railroad Company, in and by the articles of consolidation and agreement referred to and relied upon in the said plaintiff's declaration, such consolidation operating by way of merger. So that the existence of the said Louisville, New Orleans & Texas Railway Company was merged in that of this defendant, The Yazoo & Mississippi Valley Railroad Company, and the existence of the Yazoo and Mississippi — Railroad Company was continued unbroken and no new company was thereby formed.

In the subsequent case of Railroad Company *v.* Lambert, 70 Mississippi, decided at the March term, 1893, this defendant, The Yazoo & Mississippi Valley Railroad Company, as consolidated, was one of the litigants thereto resisting therein an effort of the sheriff of Adams county, in the State of Mississippi, proceeding in the name and by the authority of the State of Mississippi, to collect State taxes, amongst others, being its adversary, and the supreme court
637 of this State in and by such decision adjudged and determined that the legal effect of the consolidation aforesaid was as aforesaid, and that this defendant, the said Yazoo and Mississippi Valley Railroad Company, was entitled to the benefit of the said section 5 of the said act of 1882, and had not lost the same by virtue of such consolidation.

At various times and at various sessions of the legislature of the State of Mississippi efforts were made by members thereof to repeal the said privilege enjoyed by the said Louisville, New Orleans & Texas Railway Company, the constituent of this defendant, The Yazoo & Mississippi Valley Railroad Company, and also to repeal such privi-

lege, since such consolidation then owned and enjoyed by the Yazoo & Mississippi Valley Railroad company as consolidated, but the said legislatures of said State met each such effort by a continuous and persistent refusal to repeal the same and allowed the same to stand unrepealed and the same does stand unrepealed by the legislature to this day, such efforts and refusals being before and by the legislatures as following, to wit:

In the legislature of 1886, senate bill numbered 93, defeated by vote in senate Feb'y 22d, 1886.

In the legislature of 1888, senate bills numbered 84, amended by vote in senate Feb'y 10, 1888, and Feb'y 27th, respectively, so as to preserve and continue existing exemptions.

In the legislature of 1890, senate bill numbered 40, failed in house by adverse report of committee on ways and means Feb'y 21st, 1890.

In the legislature of 1894, house bill 162, lost in the senate Feb'y 10, 1894.

In the legislature of 1896, house bil- 358, lost by adverse report from committee Feb'y 22d, 1896.

In the legislature of 1898, —— bill —, lost by ——.

Section 181 of the constitution of 1890, adopted by the people of the State of Mississippi in convention on the first day of November, 1890, recognizes and continues the existence of such privilege and of similar privileges then lawfully existing in the State of Mississippi until thereafter repealed by the legislature thereof.

Relying upon the aforesaid legislation of the State of Mississippi in said section 5 of the said statute of 1882 as amended by the act of 1884, and upon the adjudications aforesaid, and upon the action of such various legislatures as aforesaid, and upon the action of such constitutional convention of 1890 as aforesaid, as the same was severally passed, adjudicated, and acted upon by said legislatures and provided by said constitution in their several dates and orders of event, the said railroad was constructed by the said Louisville, New Orleans & Texas Railway Company as set forth and equipped and operated until the time of such consolidation, and by such consolidation was turned into and became the property of this defendant, The Yazoo & Mississippi Valley Railroad Company, as consolidated, and accepted by the same as such in such consolidation, and has since been by the same maintained and operated until this date, and numerous and enormous obligations incurred and disbursements of money made on the faith thereof.

That in and during the year 1892 the said Louisville, New Orleans & Texas Railway Company and the said Yazoo & Mississippi Valley Railroad Company after such consolidation and in and during the years 1893, 1894, and 1895, respectively, the said Yazoo & Mississippi Valley Railroad Company did in each and every year of said years, relying as aforesaid upon said legislation and adjudications and refusal to repeal said privilege of said legislature and said constitutional enactment as aforesaid, pay the taxes aforesaid (except as aforesaid those demanded because of the said special charter and the said Helena branch and the said Bayou Sara branch) to the full ex-

tent thereof, in the payment of debts and liabilities which the said Louisville, New Orleans & Texas Railway Company had incurred in the construction of said road and in the payment of money borrowed by said Louisville, New Orleans & Texas Railway Company to be used in such construction and so used and in payment of debts incurred by said Louisville, New Orleans & Texas Railway Company in such construction, and excepting as to said special charter and Helena branch and Bayou Sara branch as aforesaid during the said years 1892, 1893, 1894, and 1895, and in due and proper time, and relying as aforesaid, the Yazoo & Mississippi Valley
638 Railroad Company delivered to the tax collector of each and every of said counties an affidavit made by the president of such company or by the cashier thereof that the amount of said taxes had actually and in good faith been paid and applied by said company (or, as to the year 1892, by the said Louisville, New Orleans & Texas Railway Company) during the said years 1892, 1893, 1894, and 1895 respectively in payment of the debts incurred by said Louisville, New Orleans & Texas Railway Company in the construction of its said railroad or money borrowed by said last-named company upon lands or otherwise to be used in constructing said road or paying debts incurred by said last-named company in constructing the same; whereupon said tax collectors did each and every one give to the defendant a receipt in full for the amount of said taxes respectively, which receipts the said defendant now holds, the same having never been called in or in anywise cancelled by any judicial procedure of said State.

Wherefore the defendants herein aver that the State of Mississippi and the various counties and municipalities mentioned in the plaintiff's declaration herein, the said plaintiff, as revenue agent, herein, each and all are estopped to claim and assert the said taxes severally and collectively, as herein demanded.

That it is not true, as in said declaration is falsely alleged, that on or about July 21st, 1892, or at any other time all the railroads and property of said Louisville, New Orleans & Texas Railway Company *was* purchased by the Illinois Central Railroad Company or any part thereof, as in said declaration is falsely alleged, — that on or about the 25th day of October, 1892, or at any other time the said Illinois Central Railroad Company turned over, delivered to, and merged all said property and railroads of said Louisville, New Orleans & Texas Railway Company or any part thereof into the railroad system and property of the said Yazoo & Mississippi Valley Railroad Company; nor is it true, as in said declaration is falsely alleged, that the said Illinois Central Railroad Company then and there owned and controlled the said railroad system and property of said Yazoo & Mississippi Valley Railroad Company to any other extent and degree than that it held and operated under a lease for a term of years a portion of railroad running from Jackson, Miss., to Parsons, in Grenada county, which was constructed several years before said consolidation by the Yazoo & Mississippi Valley Railroad Company and which forms no part of the railroad property mentioned in said declaration; nor is it true, as in said declaration

is falsely alleged, that in said October, 1892, or at any other time the said Yazoo & Mississippi Valley Railroad Company began and has since continued operating all said railroads and railroad system of said Louisville, New Orleans & Texas Railway Company or any part thereof under the direction and control of the said Illinois Central Railroad Company; nor is it true, as falsely alleged, that the said Illinois Central Railroad Company did at any time or in any way become liable for or undertake to pay or assume the liabilities, debts, or obligations of the said Louisville, New Orleans & Texas Railway Company or any of them.

All of which said defendant is ready to verify. Wherefore it prays judgment, &c.

MAYES & HARRIS,
Att'ys for Def't.

7th Plea.

Comes the defendant herein The Yazoo & Mississippi Valley Railroad Company and denies the wrong and injury when, etc., and, for a further plea to the said declaration as to the taxes therein demanded as assessed upon and due because of these portions of said railroad and property named and described in said declaration as the special charter and the Helena branch and the Bayou Sara branch, *and* says that all of such taxes were duly and regularly paid in currency by the defendant The Yazoo & Mississippi Valley Railroad Company in the years 1892, 1893, 1894, and 1895 respectively and before the bringing of the respective suits therefor, which have been consolidated into this case; and this the said defendant is ready to verify. Wherefore it prays judgment, etc.

MAYES & HARRIS,
Att'ys for Def't.

639 Endorsed: Filed July 6th, 1898. F. B. Neal, clerk, by W. J. Brown, Jr., D. C.

Pleas of Illinois Central Railroad Company.

STATE OF MISSISSIPPI,
Hinds County, First District.

In Circuit Court, at the June Term, 1898.

WIRT ADAMS, State Revenue Agent, Plaintiff,
v.
THE YAZOO & MISSISSIPPI VALLEY RAILROAD COMPANY ET AL., Defendants.

2nd Plea.

Comes the defendant The Illinois Central Railroad Company, leave of court having been first obtained, and, for its further plea in this behalf as to all the taxes herein demanded except those assessed upon and claimed because of the railroads and property described

in the declaration as the "special charter" and the "Helena branch" and the "Bayou Sara branch," says that the said Louisville, New Orleans & Texas Railway Company was authorized by and organized under and its railroad was constructed and equipped at a cost and expenditure of many millions of dollars under an act of the legislature of the State of Mississippi entitled "An act to authorize the Memphis and Vicksburg Railroad Company and the Mississippi Valley and Ship Island Railroad Company to affect a consolidation," approved March 3rd, 1882, as amended by said act of March 15th, 1884; that section 5 of said act of 1882 was in words and figures as follows, to wit:

SEC. 5. Be it further enacted, that the provisions of the twenty-first section of an act entitled, "An act to incorporate the Mobile and North Western railroad, approved July 20, 1870, is hereby made to apply to the said consolidated company, and for that purpose the said section is hereby declared to be a part of this act, and this section shall be construed as though the said twenty-first section was specifically and fully set out herein; but this section shall not be in force for a longer time than twenty-five years from the approval of this act."

That the said twenty-first section so referred to and incorporated into said act of 1882 as part of the fifth section thereof was in words and figures as follows:

"SECTION 21. Be it enacted, That in consideration of the construction of the railroads provided for herein, and of the great benefit which the State will receive in the development of its agricultural resources by means of said railroads as works of internal improvement, and also of the increased value which will thereby be added to the property of the State thus enabling the State to increase its revenue without additional and burednsome taxation upon the epople, the State hereby agrees with said company (and which agreement is irrepealable) that all the taxes to which said company shall be subject for the period of thirty years, are hereby appropriated and set apart, and shall be applied to the payment of the debts and liabilities which the said company may have incurred in the construction of said road, or for money borrowed by said company upon lands or otherwise, to be used in construeting said road, or paying debts incurred by said company in constructing the same; and it shall be the duty of the tax collector in every county in each and every year, to give to said company a receipt in full for the amount of said taxes upon receiving from said company an affidavit made by the president or cashier of said company, that the amount of said taxes have actually and in good faith been paid and applied by said company during the year in payment of the debts incurred, or money borrowed as aforesaid, and which receipt so given shall be in full of all taxes, county, State and municipal, to which said company shall be subject; provided, however, that whenever the profits of said company shall enable it to declare and pay to the stockholders an annual dividend of eight per cent. upon its capital stock over and above the payment of its debts and liabilities, then

the appropriation of the taxes aforesaid shall cease, and said
640 taxes shall be paid by said company to the tax collector, to be by him paid over as required by law."

That said act of 1882 as amended by said act of 1884 was accepted by the said Louisville, New Orleans & Texas Railway Company as its charter, and said railroad was constructed and equipped thereunder, and said charter did constitute a contract between said railroad company and the State of Mississippi, wherein and whereby, by and through the said section five adopting the said section twenty-one, it was contracted irrepealably for a period of twenty-five years from the approval of said act—that is, until the 3rd day of March, 1907; that in consideration of the construction of the railroads provided for in said act and of the great benefit which the State would receive therefrom, as set forth in said section, the State agreed and contracted that all of the taxes to which said company should be subject should be and were appropriated and set apart and directed to be applied by said company to the payment of the debts and liabilities which the company should incur in constructing said railroad, and to the repayment of monies borrowed by said company upon lands or otherwise to be used in constructing said road, and to the payment of debts incurred by said company in constructing the same.

That the said company did, in consideration of the said charter and contract by and with said State and relying thereupon, undertake the construction and equipment of said railroad contemplated by said act, and did construct and equip the same and did continuously operate the same as contemplated by said act until the consolidation mentioned in the said declaration, and this defendant, The Yazoo & Mississippi Valley Railroad Company, has operated the same since that time until the beginning of this suit, and in the construction thereof, conformably to the intent and meaning of said act, the said Louisville, New Orleans & Texas Railway Company did incur enormous debts and liabilities and did borrow large sums of money to be used in such construction and so used, and did pay large debts incurred in constructing the same, as contemplated by said act.

That in and during the years 1892 and 1893 and 1894 and 1895, respectively, in each and every of said years the said Yazoo & Mississippi Valley Railroad Company did, pursuant to said section of said act and said contract of appropriation, pay said taxes to the full extent thereof in the payment of debts and liabilities which the said Louisville, New Orleans & Texas Railway Company had incurred in the construction of said road and in payment of money borrowed by said Louisville, New Orleans & Texas Railway Company to be used in such construction and so used, and in payment of debts incurred by said Louisville, New Orleans & Texas Railway Company in such construction, and during the said years 1892, 1893, 1894, and 1895, and in due and proper time, the Yazoo & Mississippi Valley Railroad Company delivered to the tax collector of each and every of said counties an affidavit made by the president of said company or by the cashier thereof that the amount of

said taxes had actually and in good faith been paid and applied by said company (or as to the year 1892 by said Louisville, New Orleans & Texas Railway Company) during the years 1892, 1893, 1894, and 1895 in payment of the debts incurred by the said Louisville, New Orleans & Texas Railway Company in the construction of its said railroad or money borrowed by said last-named company upon lands or otherwise to be used in constructing said road or paying debts incurred by said last-named company in constructing the same, whereupon the said several tax collectors did, each and every one, give to defendant a receipt in full for the amount of said taxes, respectively, excepting, however, as aforesaid, as to those parts of said railroad and the taxes payable thereon described in said declaration and named therein as the "special charter" and the "Helena branch" and the "Bayou Sara branch."

That on or about the 24th day of October, 1892, the said Louisville, New Orleans & Texas Railway Company was consolidated with and merged in the said defendant, The Yazoo & Mississippi Valley Railroad Company, by the act and deed of the said two companies as authorized by their charters, by which said consolidation the existence of the said Louisville, New Orleans & Texas Railway Company was merged into that of the said Yazoo & Mississippi Valley Railroad *Railroad* Company without creating any new company or disturbing or breaking the continuous existence of the latter company, and the said payments of taxes were made in the year 1892 partly by said Louisville, New Orleans & Texas Railway Company and partly by said Yazoo & Mississippi Valley Railroad Company as so consolidated, and by the latter company as consolidated in and for the years 1893 and 1894 and 1895.

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That it is not true, as in said declaration is falsely alleged, that on or about July 21st, 1892, or at any other time, all the railroads and property of said Louisville, New Orleans & Texas Railway Company *was* purchased by the Illinois Central Railroad Company or any part thereof; nor is it true, as in said declaration is falsely alleged, that on or about the 25th day of October, 1892, or at any other time, the said Illinois Central Railroad Company turned over, delivered to, and merged all said property and railroads of said Louisville, New Orleans & Texas Railway Company, or any part thereof, into the railroad system and property of the said Yazoo & Mississippi Valley Railroad Company; nor is it true, as in said declaration is falsely alleged, that the said Illinois Central Railroad Company then and there owned and controlled the said railroad system and property of said Yazoo & Mississippi Valley Railroad Company to any other extent and degree than that it held and operated a portion of railway between Jackson, Miss., and Parsons, in Grenada county, which was constructed by said Yazoo & Mississippi Valley Railroad Company several years before said consolidation, and which forms no part of the railroads and property hereinbefore mentioned, under a lease for a term of years; nor is it true, as in said declaration is falsely alleged, that in said October, 1892, or at any other time, the said Yazoo & Mississippi Valley Railroad

Company began and has since continued operating all said railroads and railroad system of said Louisville, New Orleans & Texas Railway Company, or any part thereof, under the direction and control of the said Illinois Central Railroad Company; nor is it true, as falsely alleged, that the said Illinois Central Railroad Company did at any time or in any way become liable for or undertake to pay or assume the liabilities, debts, or obligations of the said Louisville, New Orleans & Texas Railway Company or any of them.

All of which said defendant is ready to verify.

Wherefore, etc.

MAYES & HARRIS,
Att'ys for Def'ts.

3rd Plea.

And for a further plea to the said declaration, leave of the court having been first obtained, comes the defendant The Illinois Central Railroad Company, and as to all the taxes herein demanded, except those assessed upon and claimed because of the railroads and property described in the declaration as the "special charter" and the "Helena branch" and the "Bayou Sara branch," says that the said Louisville, New Orleans & Texas Railway Company was authorized by and organized under and its railroad was constructed and equipped at a cost and expenditure of many millions of dollars under an act of the legislature of the State of Mississippi entitled "An act to authorize the Memphis & Vicksburg Railroad Company and the Mississippi Valley and Ship Island Railroad Company to affect a consolidation," approved March 3rd, 1882, as amended by said act of March 15th, 1884; that section five of said act of 1882 was in words and figures as follows:

"SEC. 5. Be it further enacted, That the provisions of the twenty-first section of an act entitled 'An act to incorporate the Mobile & North Western Railroad Company,' approved July 20, 1870, is hereby made to apply to the said consolidated company, and for that purpose the said section is hereby declared to be a part of this act, and this section shall be construed as though the said twenty-first section was specifically and fully set out herein; but this section shall not be in force for a longer time than twenty-five years from the approval of this act."

That the said twenty-first section so referred to and made a part and incorporated into said fifth section of said act of 1882 was in words and figures as follows:

"SECTION 21. Be it enacted, That in consideration of the
642 construction of the railroads provided for herein, and of great benefit which the State will receive in the development of its agricultural resources by means of said railroads as works of internal improvement, and also of the increased value which will thereby be added to the property of the State thus enabling the State to greatly increase its revenue without additional and burdensome taxation upon the people, the State hereby agrees with said company (and which said agreement is irrepealable) that all the taxes to which said company shall be subject for the period of thirty

years, are hereby appropriated and set apart, and shall be applied to the payment of the debts and liabilities which the said company may have incurred in the construction of said road, or for money borrowed by said company upon lands or otherwise, to be used in constructing said road, or paying debts incurred by said company in constructing the same; and it shall be the duty of the tax collector in every county in each and every year, to give to said company a receipt in full for the amount of said taxes upon receiving from said company an affidavit made by the president or cashier of said company, that the amount of said taxes *have* actually and in good faith been paid and applied by said company during the year, in the payment of debts incurred or money borrowed as aforesaid, and which receipt so given shall be in full of all taxes, county, State and municipal to which said company shall be subject; provided, however, that whenever the profits of said company shall enable it to declare and pay to the stockholders an annual dividend of eight per cent. upon its capital stock over and above the payment of its debts and liabilities, then the appropriation of the taxes aforesaid shall cease, and said taxes shall be paid by said company to the tax collector, to be by him paid over as required by law."

The said act of 1882, as amended by said act of 1884, was accepted by the said Louisville, New Orleans & Texas Railway Company as its charter, and said railroad was constructed and equipped thereunder, and its said charter did constitute a contract between the said railroad company and the said State of Mississippi, wherein and whereby, by and through said section 5, adopting the said section twenty-one, it was contracted irrepealably for twenty-five years from the approval of this act—that is, until the 3rd day of March, 1907—that in consideration of the construction of the railroads provided for in said act and of the great benefit which the State would receive therefrom, as set forth in said section, the State agreed and contracted that all of the taxes to which said company should be subject should be and were appropriated and set apart and directed to be applied by said company to the payment of the debts and liabilities which the said company should incur in constructing said railroad and to the payment of monies borrowed by said company upon lands or otherwise to be used in constructing said railroad and to the payment of debts incurred by said company in constructing the same.

That the said company did, in consideration of the said charter and contract by and with said State, and relying thereupon, undertake the construction and equipment of said railroad contemplated by said act and did construct and equip the same and did continuously operate the same, as contemplated by said act, until the consolidation mentioned in said declaration, and this defendant, The Yazoo & Mississippi Valley Railroad Company, has operated the same since that time until the beginning of this suit, and in the construction thereof, conformably to the intent and meaning of this act, the said Louisville, New Orleans & Texas Railway Company did incur enormous debts and liabilities and did borrow large sums of money

to be used in such construction, and so used and did pay large debts incurred in constructing the same, as contemplated by said act.

That on or about the 24th day of October, 1892, the said Louisville, New Orleans & Texas Railway Company was consolidated with and merged in the defendant The Yazoo & Mississippi Valley Railroad Company by the act and deed of the said two companies, as authorized by their charters, by which consolidation the existence of the said Louisville, New Orleans & Texas Railway Company was merged into that of the Yazoo & Mississippi Valley Railroad Company without creating any new company or disturbing or breaking the continuous existence of the latter company.

643 That proceeding under the said section five, adopting said section twenty-one, and in conformity thereto, as to all of the railroads and property in said declaration mentioned and all of the taxes payable thereon, as set forth in said declaration, except those parts of said railroad described in said declaration and named therein as the "special charter" and the "Helena branch" and the "Bayou Sara branch" and the taxes payable thereon during the said years 1892, 1893, 1894, and 1895 and in due and proper time, the Yazoo & Mississippi Valley Railroad Company delivered to the tax collector of each and every of said counties an affidavit made by the president of said company or by the cashier thereof that the amount of said taxes had actually and in good faith been paid and applied by said company (or, as to the year 1892, by said Louisville, New Orleans & Texas Railway Company) during said years 1892, 1893, 1894, and 1895 in payment of the debts incurred by the said Louisville, New Orleans & Texas Railway Company in the construction of its said railroad or money borrowed by said last-named company upon lands or otherwise to be used in constructing said road or paying debts incurred by said last-named company in constructing the same; whereupon the said several tax collectors did each and every one give to defendant a receipt in full for the amount of said taxes respectively, excepting, however, as aforesaid, as to those parts of said railroad described in said declaration and named therein as the "special charter" and the "Helena branch" and the "Bayou Sara branch" and the taxes thereon.

That it is not true, as in said declaration is falsely alleged, that on or about July 21st, 1892, or at any other time all the railroads and property of said Louisville, New Orleans & Texas Railway Company *was* purchased by the Illinois Central Railroad Company or any part thereof; nor is it true, as in said declaration is falsely alleged, that on or about the 25th day of October, 1892, or at any other time the said Illinois Central Railroad Company turned over, delivered to, and merged all of said property and railroads of said Louisville, New Orleans & Texas Railway Company or any part thereof into the railroad system and property of the said Yazoo & Mississippi Valley Railroad Company; nor is it true, as in said declaration is falsely alleged, that the said Illinois Central Railroad Company then and there owned and controlled the said railroad system and property of said Yazoo & Mississippi Valley Railroad Company to any other extent and degree than that it held and

operated a portion of railway between Jackson, Miss., and Parsons, in Grenada county, which was constructed by said Yazoo & Mississippi Valley Railroad Company several years before said consolidation, and which forms no part of the railroads and property hereinbefore mentioned, under a lease for a term of years; nor is it true, as in said declaration is falsely alleged, that in said October, 1892, or at any other time the said Yazoo & Mississippi Valley Railroad Company began and has since continued operating all said railroads and railroad system of said Louisville, New Orleans & Texas Railway Company or any part thereof under the direction and control of the said Illinois Central Railroad Company; nor is it true, as falsely alleged, that the said Illinois Central Railroad Company did at any time or in any way become liable for or undertake to pay or assume the liabilities, debts, or obligations of the said Louisville, New Orleans & Texas Railway Company or any of them.

All of which this defendant is ready to verify; wherefore it prays judgment, &c.

MAYES & HARRIS,
Att'ys for Def't.

4th Plea.

And for a further plead to said declaration, leave of the court being first obtained, comes the defendant The Illinois Central Railroad Company, and, as to all the taxes herein demanded except those assessed upon and claimed because of the railroads and property described in the declaration as the "special charter" and the "Helena branch" and the "Bayou Sara branch," says that on the 1st day of December, 1869, the people of the State of Mississippi adopted their constitution of that year and date, by which
644 the then existing constitution was displaced and abrogated; that section 13 of art. 12 of said constitution was in these words: "The property of all corporations for pecuniary profits shall be subject to taxation the same as that of individuals."

That on the 20th day of July, 1870, the legislature of the State of Mississippi passed an act entitled "An act to incorporate the Mobile and North Western Railroad Company," of which act section twenty-one was in the words and figures following, to wit:

"SECTION 21. Be it enacted, That in consideration of the construction of the railroads provided for herein, and of the great benefit which the State will receive in the development of its agricultural resources by means of said railroads as works of internal improvement, and also of the increased value which will thereby be added to the property of the State, thus enabling the State to greatly increase its revenue without additional burdensome taxation upon the people (and which agreement is irrepealable) that all taxes to which said company shall be subject for the period of thirty years, are hereby appropriated and set apart, and shall be applied to the payment of the debts and liabilities which the said company may have incurred in the construction of said road, or for money borrowed by said company upon lands or otherwise, to be used in constructing said road, or paying debts incurred by said company in constructing the

same, and it shall be the duty of the tax collector in every county in each and every year, to give to said company a receipt in full for the amount of said taxes upon receiving from said company an affidavit made by the president or cashier of said company, that the amount of said taxes have actually and in good faith been paid and applied by said company during the year, in payment of the debts incurred or money borrowed as aforesaid, and which receipt so given shall be in full of all taxes, county, State and municipal, to which said company shall be subject; provided however, that whenever the profits of said company shall enable it to declare and pay to the stockholders an annual dividend of eight per cent. upon its capital stock over and above the payment of its debts and liabilities, then the appropriation of the taxes aforesaid shall cease, and said taxes shall be paid by said company to the tax collector, to be by him paid over as required by law."

That on the 8th day of August, 1870, the same legislature passed another act entitled "An act supplemental to the acts of incorporation of certain railroad companies," by which the provisions of said twenty-first section of the said Mobile and North Western Company were extended to certain other railroad companies of said State, amongst them to the Natchez & Jackson (afterwards the Natchez, Jackson and Columbus) Railroad Company.

That at the April term, 1878, the supreme court of the said State decided the case reported in the 56th volume of Mississippi Reports under the style of Mississippi Mills *v.* Cook, tax collector, in which it was determined that the said provision of the constitution of 1869, set forth above, did not require that the property of corporations for pecuniary profit should be taxed, but only meant that such property should remain subject to taxation at the will of the legislature of the State; that no legislature could by contract or privilege of exemption thereafter made place such property beyond the taxing power of any succeeding legislature or of itself, but that such contract or privilege could when thereafter granted by any legislature be repealed by any legislature.

That such decision rendered twenty years ago has remained unchallenged and unmodified until the 20th day of June, 1898; that it has been either expressly followed or its principle applied without express citation in many subsequent decisions of the said supreme court, to wit, in McCulloch *v.* Stone, 64 Miss., decided in 1886; in Railroad Company *v.* Thomas, 65 Miss., decided in 1888; in Bank *v.* Worrall, 67 Miss., decided in 1889; in Attala County *v.* Kelly, and in Railroad Company *v.* Taylor, 68 Miss., decided in 1890; in Railroad Company *v.* Lambert, 70 Miss., decided in 1893, being the settled and unquestioned law of the State ever since its making.

That ever since such decision its construction of the constitution has been recognized and followed in all the departments of the State government—legislative and executive—and plainly recognized and followed by the constitutional convention of said State in the year 1890 in the formation and adoption of the new constitution of that year.

On the 3rd day of March, 1882, the legislature of said State passed

the act entitled "An act to authorize the Memphis & Vicks-
645 burg Railroad Company and the Mississippi Valley and Ship Island Railroad Company to effect a consolidation," said companies being two companies thereto chartered by said State which had until then failed to construct the railroads contemplated by their respective charters, and section five of said act was in the words and figures as follows:

"SECTION 5. Be it further enacted, That the provisions of the twenty-first section of an act entitled, An act to incorporate the Mobile & North Western railroad, approved July 20, 1870, is hereby made to apply to the said consolidated company, and for that purpose the said section is hereby declared to be part of this act, and this section shall be construed as though the twenty-first section was specially and fully set out herein; but this section shall not — in force for a longer time than twenty-five years from the approval of this act."

That thereafter said act of 1882 was amended by the act approved March 15th, 1884, mentioned in the declaration herein. Accepting the terms and offers of the act of 1882 aforesaid, so amended, a consolidation was effected in the year 1884 between said Memphis & Vicksburg Railroad Company and the three other companies as set forth in the declaration herein, and thereby the Louisville, New Orleans & Texas Railway Company was formed, as a new company, with the said act of 1882, as amended by the said act of 1884, as its charter, and the charters of its consti-uent members as provided in section 1 of said act of 1882.

That, proceeding under said charter and under said section five as a part thereof, the said Louisville, New Orleans & Texas Railway Company proceeded to construct and equip the railroads contemplated in said acts, beginning the construction thereof in the year 1882, and making the connection of track through from Memphis, in the State of Tennessee, to New Orleans, in the State of Louisiana, by way of Vicksburg, in the said State of Mississippi, over the route prescribed in said acts, in the latter part of the year 1884, and adding branches thereto as authorized by said acts and contemplated therein, from time to time, until in the year 1891, at an immense expenditure of money and by the incurring of enormous liabilities, and by borrowing for such purposes large sums of money, all as authorized by and contemplated in said acts, all of the railroads and property mentioned in this declaration and about the taxes upon which this defendant is sued herein being part and parcel of the railroad so built and constructed under and by virtue of such authority, except those parts mentioned in the declaration and described as the "special charter" and the "Helena branch" and the "Bayou Sara branch," which were constructed by other companies under other charters and were purchased by said company.

That in the construction and equipment of said railroad and other necessary costs incident to such enterprise the said railroad company borrowed money and so used the same for such purposes, and incurred liabilities and made payments, using bonds and stock for such payments, all as authorized by its said charters, so that

the stock and bonds issued by it for such payments and for such borrowed money and in discharge of the liabilities so incurred amounted in the year 1884 to more than four million dollars of stock and more than twelve million dollars of first-mortgage bonds and more than nine million dollars of income morgtage bonds, which were subordinated to the said first-mortgage bonds, and for such purposes aforesaid, as authorized by said charter, in subsequent years other stock and bonds were issued from time to time in the extension and development of said railroad and its betterment for its public uses, until in the year 1890 the total issuance of stock had reached the amount of five millions of dollars, and of first-mortgage bonds the sum of over sixteen millions of dollars, and of second-mortgage bonds the sum of over nine millions of dollars, and of income bonds the sum of over ten millions of dollars; all of which bonds and stock had been placed on the money markets of the world, and large amounts thereof were sold and disposed of to various parties, citizens of various States, other than Mississippi, and of Europe, who bought the same in the usual course of trade and for value and without notice.

On the 1st day of November, 1890, the people of the State of Mississippi in convention assembled adopted a new constitution, which became operative on that day, and of which section 181 expressly declared that "the property of all private corporations for
646 pecuniary gain shall be taxed in the same way and to the same extent as the property of individuals," thus by plain enactment recognizing the interpretation placed by the *the* Mississippi Mills case upon the constitution of 1869, and changing the rule so as actually to require taxation by changing the language of the provision; but in the same section it is also provided that "exemptions from taxation to which corporations are legally entitled at the adoption of this constitution shall remain in full force and effect for the time of such exemptions as expressed in their respective charters or by general law unless sooner repealed by the legislature," thus expressly recognizing and retaining the validity of the exemptions already granted under the constitution of 1869, since as to those contained in charters anterior to 1869 the legislature could not repeal the same and the constitutional convention could not, and such provision would be as to them wholly unnecessary and nugatory.

Afterwards, in January, 1891, was decided by said supreme court of said State the case of the Louisville, New Orleans and Texas Railway Company *v.* Taylor, reported in 68th Mississippi Reports, in which case a sheriff and tax collector of the county of Panola was endeavoring to collect certain taxes from said company; the said court adjudicated expressly that the said company, so formed as aforesaid, was entitled to the privilege called therein an "exemption," contained in the said section twenty-one, which was declared to be conferred upon the consolidated railways by said act of 1882.

That continuously and habitually all of the executive officers of the State government recognized and acted upon the right and title of the said Louisville, New Orleans and Texas Railway Company

to the said privilege of the said section twenty-one (that is, section five of the act of 1882) from the formation of said company until and during the year 1892, during all of such period the several tax collectors whose duty it was to collect taxes habitually and without objection, and as a mere matter of course, delivered to the said company the tax receipts provided for in said section on the presentation of the affidavits therein provided for, and at various sessions of the legislature during said period members thereof introduced bills for the purpose of repealing said privilege of said section, but each successive legislature at which such efforts were made refused to repeal the same.

Afterwards, in or about the month of July, 1892, this defendant, The Illinois Central Railroad Company, a citizen and corporation of the State of Illinois, purchased of the mortgage bonds aforesaid as follows: Of the first-mortgage bonds, the amount of thirteen millions of dollars; of the second-mortgage bonds, the sum of over eight millions of dollars, and of the income bonds, the sum of over eight millions of dollars, paying a large price therefor; and at or about the same time the Mississippi Valley Company, a corporation of the State of Mississippi, but of whose capital stock the defendant The Illinois Central Railroad Company held almost all, purchased nearly four millions dollars of said capital stock of the Louisville, New Orleans and Texas Railway company, and both of said purchasing corporations made their said purchases contemplating and relying on the said privilege of said section five (or twenty-one), in said act of 1882, and upon the said settled rule of law in respect thereto as exp-ended in the said Mississippi Mills case and the subsequent cases aforesaid following the same, and on said section 181 of the constitution of 1890, and on the said Taylor case above cited, and upon the said uniform recognition of said right by all departments and officers of said State, as aforesaid, as a very material element of value in their said purchases and a material inducement thereto.

That afterwards, to wit, on the 24th day of October, 1892, this defendant and the Yazoo & Mississippi Valley Railroad Company and the said Louisville, New Orleans & Texas Railway Company, by virtue of the authority conferred upon them in and by their respective charters, were consolidated with each other by way of merger, so that the existence of the latter company was merged and sunken in that of the former, and the existence of the former, this defendant, continued unbroken and no new company was formed; that in making such consolidation with the said Louisville, New Orleans & Texas Railway Company the latter company brought into the consolidation its property, rights, franchises, privileges, and
immunities, including the privilege of said section five of the
647 act of 1882, and the consolidated company, this defendant,
assumed its debts and liabilities, and in making such consolidation with said Louisville, New Orleans & Texas Railway Company this defendant, The Yazoo & Mississippi Valley Railroad Company, contemplated and relied on the said privilege of section five (or twenty-one) in said act of 1882 and upon the said settled

rule of law in respect thereto as expounded in said Mississippi Mills case and the subsequent cases aforesaid following the same and in said section 181 of the constitution of 1890 and on the said Taylor case, above cited, and upon said uniform recognition of said right by all of the officers and departments of said State, as aforesaid, such privilege being a very material element of value in the said consolidation and a material inducement to this defendant, The Yazoo & Mississippi Valley Railroad Company, to make the same with the said Louisville, New Orleans & Texas Railway Company. By said consolidation the said Louisville, New Orleans & Texas Railway Company carried into the consolidated company, as part of its assets and property, the line of railroad between Jackson, Mississippi, and the city of Natchez, in said State, which had been the railroad of the Natchez, Jackson & Columbus Railroad Company aforesaid, together with the privilege of said section twenty-one, which had been by the act of 1870 aforesaid extended to that company, as aforesaid, and which the said company had by its deed conveyed to the said Louisville, New Orleans & Texas Railway Company, in the year 1890, under and by virtue of an act of the legislature of the said State of that year specially authorizing such sale and conveyance.

In the month of January, 1893, one Lambert, sheriff of Adams county, in said State, undertook to collect privilege and ad valorem taxes on the property in Adams county that had been property of said Natchez, Jackson and Columbus Railroad Company, as aforesaid, in disregard of said right under said section twenty-one, and this defendant, The Yazoo & Mississippi Valley Railroad Company as consolidated, and the said Natchez, Jackson & Columbus Railroad Company enjoined such collection, setting up the privilege aforesaid; and said cause having been taken by them to the said supreme court on appeal from an adverse decision by the chancellor in the case of Railroad *v.* Lambert, 70 Miss. Reports, decided at the March term, 1893, — adjudged that the said consolidation of 1892 operated by way of merger only and did not form a new company subject to section 180 of the constitution of 1890, and that the so-called exemption (that is to say, the privilege conferred by said section twenty-one) not only passed by the sale of 1890 to the said Louisville, New Orleans & Texas Railway Company, but also, by said consolidation of 1892, passed, as property and privilege of the said last-named company, into the consolidated company and appertained to this defendant, The Yazoo & Mississippi Valley Railroad Company; and in said decision the said Mississippi Mills case was again expressly reaffirmed, and the demand and claim of said sheriff and tax collector were denied.

Further, that on the faith of the decision in the Mississippi Mills case aforesaid and said other cases named following the same and of the said section 181 of the constitution of 1890, of the said Taylor case, and of the said Lambert case, and of the said uniform recognition of said right and privilege by all of the officers and departments of said State, as aforesaid, the said defendant, The Yazoo & Mississippi Valley Railroad Company, executed, on the 24th day of

May, 1893, a certain mortgage, a copy of which is herewith filed as Exhibit A, upon the said railroads and property that were of the former Louisville, New Orleans & Texas Railway Company, including the income therefrom, to secure the amount of twenty-five millions of dollars of mortgage bonds of the Illinois Central Railroad Company then about to be put on the market and sold and which were immediately thereafter placed upon the market and sold to innocent purchasers, any and every where, in the usual course of business, for value and without notice of the claim now advanced in this cause, who took and bought the same relying upon the said decisions and the said recognitions and course of dealing of said officers and departments; and the said defendant, The Illinois Central Railroad Company, after the said sec. 181 of the constitution of Mississippi of 1890 and after the decision of said Taylor case, and after the said Lambert case was decided, and relying upon the same, accepted the security offered by said
648 mortgage; and relying upon said mortgage the scope and value of which was directly affected by that decision, and relying upon the property and income in and by such mortgage pledged as security for said bonds, to which said Illinois Central Company could and did look as a safeguard and protection to it against its own liability on said bonds to the purchasers and holders thereof, did issue and become liable on large amounts of such bonds for the use and benefit of said Yazoo & Mississippi Valley Railroad Company as consolidated, to wit, for the purpose of paying its floating debt and for the purpose of improving, developing, extending, equipping, and otherwise bettering its railroad and outfit, all as stipulated to be done in said deed of mortgage, and a part of the security of said mortgage, as shown on the face thereof, is the income annually derived from the property and railroad that was property and railroad of the Louisville, New Orleans & Texas Railway Company, which income was pledged as security and was the only fund provided for the payment of the coupons of the second-mortgage bonds and of the income mortgage bonds of said last-named company under the said mortgages of 1886 and earlier date, such income being the net income left after paying off operating expenses and the interest on the first-mortgage bonds and taxes, and such net income being never at any time sufficient to pay off the whole of the coupons of said second-mortgage bonds, nor any of the coupons of said income mortgage bonds, and the interest on said income bonds being non-accumulative, but payable only out of the net income, as aforesaid, of the same year in which the coupons mature, and the collection by this suit of the taxes herein demanded would be an immediate and direct deprivation of the holders of said second-mortgage bonds and income bonds of their incomes therefrom, and of said defendant, the said Yazoo & Mississippi Valley Railroad Company, of its ability to pay anything on such interest on such bonds, and would imperil the safety of said bonds and coupons thereof.

And after the decision of said Lambert case this defendant, The Yazoo & Mississippi Valley Railroad Company, relying upon said

decision and the adjudication thereof, continued for five years until the 20th day of June, 1898, to conduct its business upon the principle of said decision that it was not a new company, but the original Yazoo & Mississippi Valley Railroad Company of 1882, and made many contracts and incurred numerous obligations, and paid off and discharged many debts and liabilities, and especially paid to holders of construction debts of said L., N. O. & T. R'y Co. in full the taxes for the years 1893, 1894, and 1895, as provided for in said section five of the act of 1882, and transacted all its business upon that basis, the items of which are too numerous to undertake to set forth in this plea.

And again, especially relying on said sec. 181 of the constitution of 1890 and on said Mississippi Mills case and said Taylor case in 1892 and on the same and said Lambert case in 1893 and 1894 and 1895, this defendant did in such years, having in its hands in each year a balance of $200,000 of net earnings, as aforesaid, for each said year after payment of operating expenses and taxes and interest on first-mortgage bonds, pay the same over as such net balance to holders of coupons on said second-mortgage bonds, in amount of $200,000 per annum, out of which amounts so respectively paid out this defendant, by its contract with such bondholders, had the right to pay off all assessed taxes, and would have paid off these taxes except for such decisions and constitutional section, and such coupons so paid were liabilities only against the said net income of said Y. & M. V. R. R. Co. and were not liabilities against said defendant.

Thereafter thsi plaintiff, proceeding under the authority claimed to be conferred on him by chapyer 126 of the Annotated Code of 1892, which became operative on yhe 2nd day of April, 1892, on the — day of ——, 1893, brought in this court his action at law demanding of defendants taxes alleged to be due to the State and the several counties named and the several municipalities named in his declaration under and by virtue of the revenue laws of said Annotated Code, which became operative on said 2nd day of April, 1892, on the property that had been property of the said Louisville, New Orleans and Texas Railway Company, not including the property that had been property of the said Natchez, Jackson
649 and Columbus Railroad Company, and for the privilege of operating the same, money amounting to about the sum of $109,000.00, all for the year 1892.

Afterwards, proceeding under the authority claimed to be conferred upon him by the act of the year 1894, enlarging and defining his powers as such agent, he brought a second action, under a similar pretense of right, under the same revenue laws, demanding similar taxes on the same property for the years 1893 and 1894.

Afterwards he brought a third action under a similar pretense of right and authority, demanding similar taxes on the same property for the year 1895, said action being brought on the — day of ——, 1896.

Afterwards, by order of this court, said three suits were consolidated into one, being this cause, and were subsequently tried as

one. Said trial resulted in a verdict and judgment for the defendants as to the taxes of 1892, 1893, and 1894, but in a verdict and judgment in favor of the plaintiff as to the taxes of 1895, amounting to about $88,000.00, from which decision the plaintiff appealed to said supreme court, and the defendants prosecuted a cross-appeal. Said appeal and cross-appeal were decided by said supreme court on Monday, the 20th day of June, 1898, and the said court reversed the judgment of this court on both the appeal and the cross-appeal, and it held and adjudged that the said section 13 of article XII of the constitution of 1869 meant that the property of corporations for pecuniary profits should be actually taxed, and not merely subject to taxation at the will of the legislature; that the said twenty-first section of the said Mobile and North Western charter and said section five of the said act of 1882 were void *ab initio*, and the case of The Mississippi Mills *v.* Cook aforesaid was expressly overruled, and all of its subsequent cognate cases aforesaid were overruled by necessary consequence, including the said Taylor case. It was further adjudged that the said consolidation of 1892 operated to extinguish both of the consolidating companies, and not by way of merger, and created a new company subject to section 180 of the constitution of 1890, and the said Lambert case was also expressly overruled. Wherefore the said privilege of section five of the act of 1888 would not have come to the said defendant, The Yazoo & Mississippi Valley Railroad Company, even if the said section had not been void under the constitution of 1869, as aforesaid.

Up to the day of said decision—that is, until said 20th of June, 1898—the said recognition of the right of the defendant, the said Yazoo & Mississippi Valley Railroad Company, to avail itself of and to have the benefit of said section five and said course of dealing in respect thereto had been continued by the tax collectors of said State and counties, and said receipts contemplated by said section had been regularly delivered to said defendant on the presentation of the required affidavits, and at the sessions of the legislature held in the years 1894, 1896, and 1898 renewed efforts had been made to repeal the said privilege of said section, but the legislature again and at each time refused to do so.

And up to said day of such decision the bonds aforesaid of the Louisville, New Orleans and Texas Railway Company and of the Illinois Central railroad, secured as aforesaid, and the stock of the said Louisville, New Orleans and Texas Railway Company remained and continued on the markets, and were being bought and sold for value largely and by innocent purchasers without notice. The holders of the said second mortgage bonds and of the said income bonds of the Louisville, New Orleans & Texas Railway Company have no resource or security for the payment of their coupons of interest except the earned income of said road after payment of the interest on first-mortgage bonds and operating expenses and taxes, and, so far as the said income bonds are concerned, that income must be earned during the current year in order that the coupons shall be payable at all. The earnings of the said road have never been large enough to enable it to pay the interest in full of the

second-mortgage bonds on the basis as stated above, nor to pay any interest on the income bonds, or to pay any dividends to stockholders, and the direct effect of said decision is to place a burden of about one hundred thousand dollars per annum upon an income already insufficient to meet the interest as aforesaid or to pay dividends on the capital stock, in disregard of the said privilege
650 of said section five and under statutes enacted subsequent thereto.

That this suit by the plaintiff and the said decision of June 20th, 1898, are violative of section 10, article 1, of the Constitution of the United States, which forbids any State to pass any law impairing the obligation of a contract, and do impair the obligation of contracts as follows: (1) The contract between the said Louisville, New Orleans & Texas Railway Company and its successor, this defendant, The Yazoo & Mississippi Valley Railroad Company, and the State of Mississippi, embodied in the said act of 1882, as amended by the act of 1884 aforesaid, and especially in said section five of said act of 1882; (2) the contracts between the said Louisville, New Orleans & Texas Railway Company and its stockholders, including said Mississippi Valley Company, as embodied in said acts and section and their subscriptions thereunder to and for stock of said company and purchases thereof; (3) the contracts between said Louisville, New Orleans & Texas Railway Company and the trustees of its first, second, and income mortgages aforesaid and the many and various purchasers of the several bonds secured by said several mortgages, including the defendant The Illinois Central Railroad Company, as embodied in and affected by the said acts and section and the said mortgages and bonds made and issued thereunder; (4) the contract of consolidation of 1884, by which the said Louisville, New Orleans & Texas Railway Company was formed, as set forth in the declaration herein; (5) the contract of consolidation of 1892 aforesaid between said Louisville, New Orleans and Texas Railway Company and the Yazoo & Mississippi Valley Company and the many contracts made and liabilities incurred by the said Yazoo & Mississippi Valley Railroad Company thereunder, as aforesaid.

(6.) The mortgage contract of the 24th of May, 1893, above set forth, and the contract of the trustees thereunder and that of the Illinois Central Railroad Company thereunder and the contracts of the various holders and purchasers of the bonds thereby secured and the security of the said Illinois Central Railroad Company thereunder, as hereinbefore stated.

That this suit by the plaintiff and the said decision of June 20th, 1898, are violative of section 1 of the fourteenth amendment to the Constitution of the United States, which forbids any State to deprive any person of property without due process of law or to deny to any person within its jurisdiction the equal protection of the laws, both of which are done by said suit and decision as follows: (1) By requiring and forcing this defendant, The Yazoo & Mississippi Valley Railroad Company, to pay anew and for the second time in currency for the benefit of the said State and of the counties and municipalities named in said declaration the same identical

taxes, amounting to about $100,000 per annum, for the years 1886 to 1897, inclusive, which it and its predecessor, the said Louisville, New Orleans & Texas Railway Company, from year to year as due have paid to their construction creditors as designated by the said section five in the act of 1882, such payments being made when the said supreme court had declared that it was right and lawful so to make the same and in reliance upon said declaration and the common action and holding of all officers and departments of the State, as aforesaid; (2) by requiring and forcing this defendant, The Yazoo & Mississippi Valley Railroad Company, to pay in taxes for the years 1886 to 1907, inclusive, a sum of not less than $100,000 per annum; which sum the legislature of said State, as an inducement to the said Louisville, New Orleans & Texas Railway Company to construct said railroad, declared should not be paid except in the manner indicated in said section five of the Acts of 1882, such declaration and legislation being made and had and the same being accepted by the said Louisville, New Orleans & Texas Railway Company and afterwards by this defendant, The Yazoo & Mississippi Valley Railroad Company, and acted upon by them, as stated hereinbefore, at a time when said supreme court had declared and settled that such declaration and legislation was valid and binding, and continued to declare for more than twenty years, such requirement not being by the will and order of the legislature in the premises, but only by a total and sudden revolution in the judicial construction of the constitution of the State; (3) by taking
651 away by retroactive judicial legislation of a large part of the security held by the purchasers and holders of the aforesaid bonds of the Louisville, New Orleans & Texas Railway Company (including the defendant The Illinois Central Railroad Company) and also of the purchasers and holders of the Illinois Central bonds aforesaid; (4) by depriving the said Illinois Central Railroad Company of a large part of the security and protection which it held under the said mortgage of 1893, as aforesaid; (5) by taking away from the holders of stock in the former Louisville, New Orleans & Texas Railway Company (including said Mississippi Valley Company) and of stock in the Yazoo & Mississippi Valley Company, consolidated, a large part of the net income of the said railroad, out of which alone they can obtain dividends by judicial change of construction made since they acquired their several shares of stock; (6) by depriving said Yazoo & Mississippi Valley Railroad Company of its contract status by the consolidation of 1892 as the original company of 1882, thus denying to the consolidating company the right to contract in such matter as they may desire in disregard of their charter privileges in that respect.

That, proceeding under the said section five, adopting said section twenty-one, and in conformity thereto as to all of the railroads and property in said declaration mentioned, except said special charter and Helena branch and Bayou Sara branch and all of the taxes payable thereon, as set forth in said declaration, during the year 1892 and in due and proper time, the said Louisville, New Orleans & Texas Railway Company and the said Yazoo & Mississippi Val-

ley Railroad Company and during the years 1893, 1894, and 1895 the said last-named company, also in due and proper time, paid said taxes to the full extent thereof in the payment of debts and liabilities which the said Louisville, New Orleans & Texas Railway Company had incurred in the construction of said road and in the payment of money borrowed by the said last-named company to be used in such construction and so used and in payment of debts incurred by said last-named company in such construction, and also in due and proper time in each of said years respectively the Yazoo & Mississippi Valley Railroad Company delivered to the tax collector of each and every of said counties an affidavit made by the president of said company or by the cashier thereof that the amount of said taxes had actually and in good faith been paid and applied by said company or by said Louisville, New Orleans & Texas Railway Company or, as to the year 1892, by said Louisville, New Orleans & Texas Railway Company during said years 1892, 1893, 1894, and 1895 in payment of the debts incurred by the said Louisville, New Orleans & Texas Railway Company in the construction of its said railroad or money borrowed by said last-named company upon lands or otherwise to be used in constructing said road or paying debts incurred by said last-named company in constructing the same; whereupon the said several tax collectors did each and ever one give to defenda-t a receipt in full for the amount of said taxes respectively except as aforesaid.

That it is not true, as in said declaration is falsely alleged, that on or about July 21st, 1892, or at any other time all the railroads and property of said Louisville, New Orleans & Texas Railway Company *was* purchased by the Illinois Central Railroad Company or any part thereof; nor is it true, as in said declaration is falsely alleged, that on or about the 25th day of October, 1892, or at any other time the said Illinois Central Railroad Company turned over, delivered to, and merged all said property and railroads of said Louisville, New Orleans & Texas Railway Company or any part thereof into the railroad system and property of the said Yazoo & Mississippi Valley Railroad Company; nor is it true, as in said declaration is falsely alleged, that the said Illinois Central Railroad Company then and there owned and controlled the said railroad system and property of said Yazoo & Mississippi Valley Railroad Company to any other extent and degree than that it held and operated under a lease for a term of years; nor is it true, as in said declaration is falsely alleged, that in said October, 1892, or at any other time the said Yazoo & Mississippi Valley Railroad Company began and has since continued operating all said railroads and railroad system of said Louisville, New Orleans & Texas Railway Company or any part thereof under the direction and control of the said Illinois Central Railroad Company; nor is it true, as
652 falsely alleged, that the said Illinois Central Railroad Company did at any time or in any way become liable for or undertake to pay or assume the liabilities, debts, or obligations of the said Louisville, New Orleans & Texas Railway Company or any of them.

All of which defendant is ready to verify. Wherefore it prays judgment, &c.

MAYES & HARRIS,
Att'ys for Def't.

5th Plea.

And for a further plea to said declaration, leave of the court being first obtained, comes the defendant The Illinois Central Railroad Company, and as to all the taxes herein demanded, except those assessed upon and claimed because of the railroads and property described in the declaration as the special charter and the Helena branch and the Bayou Sara branch, says:

1. That the said Louisville, New Orleans & Texas Railway Company was authorized by and organized under an act of the legislature of the State of Mississippi entitled "An act to authorize the Memphis & Vicksburg Railroad Company and the Mississippi Valley and Ship Island Railroad Company to affect a consolidation," approved March 3d, 1882, as amended by said act of March 15th, 1884.

2. That on or about the 24th day of October, 1892, the said Louisville, New Orleans & Texas Railway Company was consolidated with and merged in the said defendant, The Yazoo & Mississippi Valley Railroad Company, by the act and deed of the said two companies, as authorized by their respective charters, such consolidation by express agreement in the said deed of consolidation operating by way of merger of the existence of the Louisville, New Orleans & Texas Railway Company into that of the Yazoo & Mississippi Valley Railroad Company, and continuing the existence of the last-named company unbroken and not forming any new company, all under the rule laid down by the Supreme Court of the United States in the case of Whitworth *v.* Tennessee, 117 United States Reports.

That by said consolidation the said Louisville, New Orleans & Texas Railway Company carried into the consolidated company as part of its property a certain line of railroad extending from the city of Jackson to the city of Natchez, in said State, and which said L., N. O. & T. Company had purchased in the year 1870 by authority of an act of the legislature passed in that year to that end from the Natchez, Jackson & Columbus Railroad Company, whereby said railroad became in October, 1892, property of this defendant, The Yazoo & Mississippi Valley Company, as consolidated. Afterwards, to wit, in January, 1893, one Lambert, sheriff and tax collector of Adams county, in said State, undertook to collect taxes, both privilege and ad valorem, for the years 1891 and 1892 on such railroad property in Adams county, notwithstanding the fact, which was the fact, that the legislature of the State of Mississippi had by the act approved August 8th, 1870, and entitled "An act supplemental to the acts of incorporation of certain railroad companies extended to the said Natchez, Jackson & Columbus Railroad Company the full privilege of the sectoon numbered twenty-one of the act of July 20, 1870, entitled 'An act to incorporate the Mobile

& North Western Railroad Company,'" and said privilege had by said act of 1890 and the said sale thereunder passed with said railroad to said Louisville, New Orleans & Texas Railroad Company, and by said consolidation of 1892 to the said defendant, The Yazoo & Mississippi Valley Railroad Company.

Thereupon the defendant the said Yazoo & Mississippi Valley Railroad Company, and the said Natchez, Jackson & Columbus Railroad Company filed in the chancery court of Adams county their two bills in chancery, uniting in the same, in one of which they enjoined the said sheriff from collecting the said privilege taxes and in the other they enjoined him from collecting the said ad valorem taxes. Said bills, amongst other things, set up the facts herein stated, and set up and insisted upon the identical articles of consolidation and exhibited the same therewith which are set up in and exhibited with this declaration. The sheriff demurred to said bills, and the chancellor sustained said demurrers and dis-
653 missed said bills, from which judgments this said defendant, The Yazoo & Mississippi — Railroad Company, and the said Natchez, Jackson & Columbus Railroad Company prosecuted their appeal to the supreme court of said State. On said appeal the State of Mississippi appeared formally, and was represented by the Hon. Frank Johnston, the attorney general of the State, who took charge of the case and argued the same, both orally and by written brief. In said litigation and on said appeal the same identical questions and points raised by the plaintiff in his pleadings herein and by the decision of the supreme court herein on the 20th of June, 1898, were involved and were presented and were decided, as to the effect of the same consolidation of October 24, 1892, between the said Louisville, New Orleans and Texas Railway Company and the Yazoo & Mississippi Valley Railroad Company. It was contended that, as to the said taxes of both 1891 and 1892, the privilege of said section twenty-one had been lost by said sale of 1890; and that even if not so, so far as the taxes claimed for 1892 were concerned, the said privilege was lost by said consolidation of 1892; that such consolidation created a new corporation, which, being created under the constitution of 1890, became subject to its provisions about taxation of corporate property and could not take the said privilege, and in such cases the said supreme court adjudged and finally decided that the said consolidation of 1892 did operate only by way of merger, and that the existence of the original Yazoo & Mississippi Valley Railroad Company of 1882 was not extinguished thereby, and that no new company was formed thereby, and that the same was not in any way affected by the constitution of 1890, and that the said privilege was not lost thereby. To said litigation and adjudication the said State of Mississippi was a party, being represented in the first instance by its duly authorized officer, the sheriff and tax collector, who was by law authorized to recover taxes by suit, and in the said supreme court by the attorney general, who appeared for the State avowedly, and this defendant, The Yazoo & Mississippi Valley Railroad Company, being one of the two litigants adverse to the State, the said other railroad company being in fact

only a formal party to cover a doubt entertained as to which company was the proper one to tender the statutory affidavits under said section twenty-one; said decision and judgment was and is *res adjudicata* as against said State and all its municipal subdivisions in questions of taxation, as to the constitutionality of said section five of the act of 1882 (section 21 aforesaid), as to the effect of said consolidation of 1892 under the said constitution of 1890, and it is hereby pleaded as such.

And the decision of the said supreme court in this cause rendered on the said 20th day of June, 1898, whereby it was declared that said consolidation of 1892 did form a new company and did cause the loss of said privilege, and the attempted overruling of said Lambert case, and this suit, so far as it embraces that question, are violative of the rights of the said defendant, The Yazoo & Mississippi Valley Railroad Company, secured by the fourteenth amendment to the Constitution of the United States, in that they are an effort to deprive said company of its property without due process of law, and to deprive said company of the equal protection of the laws; also they are an effort to impair the obligation of the said contract of consolidation and of all of the contracts made since said consolidation by said consolidated company, by which it was bound or by which other- were and are bound to it, and into which contracts the nature of said consolidated company enters as an element of their obligation.

3. That except as to the taxes assessed upon and due because of the railroad and property described in the declaration as the special charter and the Helena branch and the Bayou Sara branch, during the said years 1892, 1893, 1894, and 1895, and in due and proper time, the Yazoo & Mississippi Valley Railroad Company delivered to the tax collector of each and every of said counties an affidavit made by the president of said company or by the cashier thereof that the amount of said taxes had actually and in good faith been paid and applied by said company (or, as to the year 1892, by said Louisville, New Orleans & Texas Railway Company) during said years 1892, 1893, 1894, and 1895 in payment of the debts incurred by the said Louisville, New Orleans & Texas Railway Company in
654 the construction of its said railroad or money borrowed by said last-named company upon lands or otherwise to be used in constructing said road or paying debts incurred by said last-named company in constructing the same, whereupon the said several tax collectors did each and every one give to defendant a receipt in full for the amount of said taxes respectively.

4. That it is not true, as in said declaration is falsely alleged, that on or about July 21st, 1892, or at any other time, all the railroads and property of said Louisville, New Orleans & Texas Railway Company *was* purchased by the Illinois Central Railroad Company, or any part thereof; nor is it true, as in said declaration is falsely alleged, that on or about the 25th day of October, 1892, or at any other time, the said *said* Illinois Central Railroad Company turned over, delivered to, and merged all said property and railroads of said Louisville, New Orleans & Texas Railway Com-

pany or any part thereof into the railroad system and property of the said Yazoo & Mississippi Valley Railroad Company; nor is it true, in said declaration is falsely alleged, that the said Illinois Central as Railroad Company then and there owned and controlled the said railroad system and property of said Yazoo & Mississippi Valley Railroad Company to any other extent and degree than that it held and operated under a lease for a term of years a portion of railroad running from Jackson, Miss., to Parsons, in Grenada county, which was constructed by said Y. & M. V. R. R. Co. several years before said consolidation, and forms no part of the railroad property described in said declaration; nor is it true, as in said declaration is falsely alleged, that in said October, 1892, or at any other time, the said Yazoo & Mississippi Valley Railroad Company began and has since continued operating all said railroads and railroad system of said Louisville, New Orleans & Texas Railway Company, or any part thereof, under the direction and control of the said Illinois Central Railroad Company; nor is it true, as falsely alleged, that the said Illinois Central Railroad Company did at any time or in any way become liable for or undertake to pay or assume the liabilities, debts, or obligations of the said Louisville, New Orleans & Texas Railway Company or any of them.

All of which the defendant is ready to verify. Wherefore, &c.

MAYES & HARRIS,
Att'ys for Def't.

6th Plea.

And for a further plea to the said declaration, leave of the court having been first obtained, comes the defendant The Illinois Central Railroad Company, and as to all of the taxes herein demanded, except those assessed upon and claimed because of the railroads and property described in the declaration as the special charter and the Helena branch and the Bayou Sara branch, *and* says:

That on the first day of December, 1869, the people of the State of Mississippi adopted a constitution commonly known since that time as the constitution of 1869, by which the then existing constitution was displaced and abrogated. One provision of said constitution was section 13, article XII, which provided that "the property of all corporations for pecuniary profits shall be subject to taxation the same as that of individuals." Another provision was section 20, article XII, which is as follows:

"SEC. 20. Taxation shall be equal and uniform throughout the State. All property shall be taxed in proportion to its value to be ascertained by law."

Shortly thereafter the legislature of the State of Mississippi, on the 20th day of July, 1870, incorporated the Mobile & North Western Railroad Company, and of that charter of incorporation the twenty-first section was in words and figures as follows, to wit:

"SECTION 21. Be it enacted, That in consideration of the construction of the railroads provided for herein, and of the great benefit which the State will receive in the development of its agricultural resources by means of said railroads as works of internal improve-

ment, and also of the increased value which will thereby be added to the property of the State, thus enabling the State to greatly increase its revenue without additional and burdensome taxation upon the people, the State hereby agrees with said company
655 (and which agreement is irrepealable) that all taxes to which said company shall be subject for the period of thirty years, are hereby appropriated and set apart, and shall be applied to the payment of the debts and liabilities which the said company may have incurred in the construction of said road, or for money borrowed by said company upon lands or otherwise, to be used in constructing the same; and it shall be the duty of the tax collector in every county in each and every year, to give to said company a receipt in full for the amount of said taxes upon receiving from said company an affidavit made by the president or cashier of said company, that the amount of said taxes have actually and in good faith been paid and applied by said company during the year, in payment of the debts incurred, or money borrowed as aforesaid, and which receipt so given shall be in full of all taxes, county, State and municipal to which said company shall be subject; provided, however, that whenever the profits of said company shall enable it to declare and pay to the stockholders an annual dividend of eight per cent. upon its capital stock over and above the payment of its debts and liabilities, then the appropriation of the taxes aforesaid shall cease, and said taxes shall be paid by said company to the tax collector to be by him paid over as required by law."

At the April term, 1878, of the supreme court of the State of Mississippi that court decided a certain cause, since widely known amongst the members of the bar of said State as the Mississippi Mills case, in which was litigated and determined the meaning of the foregoing provisions in the said constitution of 1869, and by that decision the said supreme court announced and declared the true meaning of said provisions to be: (1) Not a mere declaration that corporate property should be liable to be taxed the same as that of individuals; and (2) not a declaration that it should be actually subjected to such taxation so that the legislature was denied the power to grant exemptions as heretofore; but (3) that the legislature should not thereafter have the power to make grants or exemptions which should be contracts irrepealable by subsequent legislatures, and that the matter of corporate taxes should always be controlled by the legislatures successively.

This decision, rendered twenty years ago, has remained unchallenged and unmodified until now; and not only so, but it has been expressly followed or its principle applied without express citation in many subsequent decisions of the said supreme court, to wit: In McCulloch *v.* Stone, 64 Mississippi, decided at the October term, 1886; in Railroad Company *v.* Thomas, 65 Mississippi, decided at the October term, 1888; in Bank *v.* Worrall, 67 Mississippi, decided at the October term, 1887; in Attalla County *v.* Kelly, and in Railway Company *v.* Taylor, 68 Mississippi, decided at the October term, 1890, and in Railroad Company *v.* Lambert, 70 Mississippi, decided at the March term, 1893. And ever since the said decision of said

Mississippi Mills case the practical construction, contemporaneous in character, by the various departments of the State, legislative and executive, has been in accordance therewith until now. On the third day of March, 1882, was passed by the legislature of said State an act which constituted the charter of a railroad company known as the Louisville, New Orleans & Texas Railway Company, together with an amendment, not here material, adopted in March, 1884.

The said act of 1882 contained in it as section 5 thereof a provision granting to the company to be organized under the act, as a new and independent grant by reference to it, the said section 21 of the Mobile and North Western charter and the benefits thereof, as fully as if the same were set forth in said act of 1882 as section 5 thereof. Said act is entitled "An act to authorize the Memphis & Vicksburg Railroad Company and the Mississippi Valley and the Ship Island Railroad Company to effect a consolidation," and was approved March 3rd, 1882, and the act amendatory thereof of March 15th, 1884, is the act cited by plaintiff in his declaration herein.

Said act authorizes, as amended, the company chartered thereby to be formed out of the Vicksburg & Memphis Company aforesaid and any other railroad companies of this State or any other State or States of the Union.

Accepting the terms and offers of said act of 1882, so amended, the said Vicksburg & Memphis Company and three other companies undertook the construction of a railroad from Memphis,
656 in the State of Tennessee, to New Orleans, in the State of Louisiana, by way of Vicksburg, in this State, and got the same through in the year 1884, expending thereon many millions of dollars, and forming by their consolidation, in accordance with the terms of said act as amended in the year 1884, the said Louisville, New Orleans & Texas Railway Company.

The said case of Taylor *v.* Railway Company, 68 Mississippi, decided at the October term, 1890, above, was a case in which the said Louisville, New Orleans & Texas Railway Company, formed as aforesaid, was one of the parties litigant, the other party being the sheriff and tax collector of Panola county, who had undertaken to collect taxes because of the railway property owned and in possession of said railway company, and the supreme court in said case decided and adjudged, as theretofore it had been practically adjudged, that said section 5 of the act aforesaid, being chapter 555 of the Laws of 1882, was constitutional and effectual and did pertain to and belong to the said railway company under and by virtue of the provisions of its charter, and said claim and demand of the said sheriff in respect to the collection of said taxes was by said judgment refused, adjudicated against, and defeated.

Thereafter, in the month of October, 1892, the said Louisville, New Orleans & Texas Railway Company was consolidated with and merged into this defendant, The Yazoo & Mississippi Valley Railroad Company, in and by the articles of consolidation and agreement referred to and relied upon in the said plaintiff's declaration, such consolidation operating by way of merger, so that the exist-

ence of the said Louisville, New Orleans & Texas Railway Company was merged in that of this defendant, The Yazoo & Mississippi Valley Railroad Company, and the existence of the Yazoo & Mississippi Valley Railroad Company was continued unbroken, and no new company was thereby formed.

In the subsequent cases of Railroad Company *v.* Lambert, 70 Mississippi, decided at the March term, 1893, this defendant, The Yazoo & Mississippi Valley Railroad Company, as consolidated, was one of the litigants thereto, resisting therein an effort of the sheriff of Adams county, in the State of Mississippi, proceeding in the name of and by the authority of the State of Mississippi to collect State taxes, amongst others being its adversary, and the supreme court of this State in and by such decision adjudged and determined that the legal effect of the consolidation aforesaid was as aforesaid, and that this defendant, The Yazoo & Mississippi Valley Railroad Company, was entitled to the benefit of the said section 5 of the said act of 1882 and had not lost the same by virtue of such consolidation.

At various times and at various sessions of the legislature of the State of Mississippi effor*t* were made by members thereof to repeal the said privilege enjoyed by the said Louisville, New Orleans & Texas Railway Company, the constituent of this defendant, The Yazoo & Mississippi Valley Railroad Company, and also to repeal such privilege since such consolidation, then owned and enjoyed by the Yazoo & Mississippi Valley Railroad Company as consolidated, but the said legislatures of said State met each such effort by a continuous and persistent refusal to repeal the same and allowed the same to stand unrepealed, and the same does stand unrepealed by the legislature to this day, such efforts and refusals being before and by the legislatures following, to wit:

In the legislature of 1886, senate bill numbered 93; defeated by vote in the senate Feb'y 22, 1886.

In the legislature of 1888, senate bills numbered 84 and 253; amended by vote in senate Feb'y 10th and 27th respectively, 1888, so as to continue existing exemptions.

In the legislature of 1890, senate bill numbered 40; failed in house by adverse report of the committee on ways and means Feb'y 21st, 1890.

In the legislature of 1894, house bill 162; lost in the senate Feb'y 10th, 1894.

In the legislature of 1896, house bill 358; lost by adverse report from committee Feb'y 22, 1896.

In the legislature of 1898, bill —; lost by —.

Section 18*in* of the constitution of 1890, adopted by the people of the State of Mississippi, in convention, on the first day of November, 1890, recognizes and continues the existence of such privilege and of similar privileges then lawfully existing in the State of
657 Mississippi until thereafter repealed by the legislature thereof.

Relying upon the aforesaid legislation of the State of Mississippi in said section five of the said statute of 1892, as amended by the

act of 1884, and upon the adjudication aforesaid and upon the action of such various legislatures, as aforesaid, and upon the action — such constitutional convention of 1890, as aforesaid, as the same was severally passed, adjudicated, and acted upon by said legislatures and provided by said constitution in their several dates and orders of event, the said railroad was constructed by said Louisville, New Orleans & Texas Railway Company, as set forth, and equipped and operated until the time of such consolidation, and by such consolidation was turned into and became the property of this defendant, The Yazoo & Mississippi Valley Railroad Company, as consolidated, and accepted by the same as such in such consolidation, and has since been by the same maintained and operated until this date and numerous and enormous obligations incurred and disbursements of money made on the faith thereof.

That in and during the said year 1892 the said Louisville, New Orleans & Texas Railway Company and the said Yazoo & Mississippi Valley Railroad Company after such consolidation and in and during the years 1893, 1894, and 1895 respectively the said Yazoo & Mississippi Valley Railroad Company did in each and every of said years, relying, as aforesaid, upon said legislation and adjudications and refusal to repeal said privilege of said legislature and said constitutional enactment, as aforesaid, pay the taxes aforesaid (except, as aforesaid, those demanded because of the said special charter and the said Helena branch and the said Bayou Sare branch) to the full extent thereof in the payments of debts and liabilities which the said Louisville, New Orleans & Texas Railway Company had incurred in the construction of said road and in the payment of money borrowed by said Louisville, New Orleans & Texas Railway Company to be used in such construction and so used and in the payment of debts incurred by said Louisville, New Orleans & Texas Railway Company in such construction and (excepting as to said special charter and Helena branch and Bayou Sara branch, as foresaid) during the said years 1892, 1893, 1894, and 1895 and in due and proper time and relying, as aforesaid, the Yazoo & Mississippi Valley Railroad Company delivered to the tax collector of each and every of said counties an affidavit by the president of such company or by the cashier thereof that the amount of said taxes had actually and in good faith been paid and applied by said company (or, as to the year 1892, by the said Louisville, New Orleans & Texas Railway Company) during the said years 1892, 1893, 1894, and 1895 respectively in payment of the debts incurred by said Louisville, New Orleans & Texas Railway Company in the construction of its said railroad or money borrowed by said last-named company upon lands or otherwise to be used in constructing said road or paying debts incurred by said last-named company in constructing the same. Whereupon said tax collectors did each and every one give to the defendant a receipt in full for the amount of said taxes respectively, which receipts the said defendant now holds, the same having never been called in or in anywise cancelled by any judicial procedure of said State.

Wherefore the defendants herein aver that the State of Mississippi

and the various counties and municipalities mentioned in the plaintiff's declaration herein, the said plaintiff as revenue agent herein, each and all are estopped to claim and assert the said taxes severally and collectively as herein demanded.

That it is not true, as in said declaration is falsely alleged, that on or about July 21st, 1892, or at any other time all the railroads and property of said Louisville, New Orleans & Texas Railway Company *was* purchased by the Illinois Central Railroad Company or any part thereof; nor is it true, as in said declaration is falsely alleged, that on or about the 25th day of October, 1892, or at any other time the said Illinois Central Railroad Company turned over, delivered to, and merged all said property and railroads of said Louisville, New Orleans & Texas Railway Company or any part thereof into the railroad system and property of the said Yazoo & Mississippi Valley Railroad Company; nor is it true, as in said declaration is falsely alleged, that the said Illinois Central Railroad Company then and there owned and controlled the said rail-
658 road system and property of said Yazoo & Mississippi Valley Railroad Company to any other extent than that it held and operated under a lease for a term of years a portion of railroad running from Jackson, Miss., to Parsons, in Grenada county, which was constructed by the Yazoo & Miss. Valley R. R. Co. several years before said consolidation and forms no part of the property mention in said declaration; nor is it true, as in said declaration is falsely alleged, that in said October, 1892, or at any other time the said Yazoo & Mississippi Valley Railroad Company began and has since continued operating all said *ria*lroads and railroad system of said Louisville, New Orleans & Texas Railway Company, or any part thereof, under the direction and control of the said Illinois Central Railroad Company; nor is it true, as falsely alleged, that the said Illinois Central Railroad Company did at any time or in any way become liable for or undertake to pay or assume the liabilities, debts, or obligations of the said Louisville, New Orleans & Texas Railway Company or any of them.

All of which the said defendant is ready to verify. Wherefore *he* prays judgment, &c.

MAYES & HARRIS,
Att'ys for Def't.

7th Plea.

Comes the defendant herein The Illinois Central Railroad Company and denies the wrong and injury when, etc.; and for a further plea to the said declaration as to the taxes therein demanded as assessed upon and due because of these portions of said railroad and property named and described in said declaration as the special charter and the Helena branch and the Bayou Sara branch *and* says that all of such taxes were duly and regularly paid in currency by the defendant The Yazoo & Mississippi Valley Railroad Company in the years 1892, 1893, 1894, and 1895 respectively and before the bringing of the respective suits therefor which have been consoli-

dated into this case; and this the said defendant is ready to verify. Wherefore it prays judgment, etc.

MAYES & HARRIS,
Att'ys for Def'ts.

Endorsed: Filed July 6, 1898. F. B. Neal, clerk, by W. J. Brown, Jr., D. C.

Motion for Rehearing on Demurrer.

WIRT ADAMS, State Revenue Agent,
vs.
YAZOO & MISS. VALLEY R. R. CO. ET AL. } # 2788. Consol.

Now comes the plaintiff and moves the court to grant a rehearing on the demurrers to his 5th, 6th, 7th, and 8th replications to the plea of the defendant- setting up a claim of exemption from taxation.

CRITZ & BECKETT,
Att'ys for Plaintiff.

MAYES & HARRIS, *Contra.*

Endorsed: Filed and entered July 6, 1898. F. B. Neal, clerk, by W. J. Brown, Jr., D. C.

Motion to Strike Out Pleas.

WIRT ADAMS, State Revenue Agent,
vs.
YAZOO & MISSISSIPPI VALLEY R. R. CO. ET AL. } 2788.

The plaintiff, by his attorneys, comes and moves the court
659 to strike from the files the 3rd, 4th, 5th, 6th, and 7th pleas of each of the defendants, The Yazoo & Mississippi Valley and The Illinois Central Railroad Companies respectively, for the following reasons, to wit:

1st. Because said pleas are improperly filed.

2nd. Because said pleas are no defense to the cause of action as it now stands before the court, and no one of them is any defense.

3rd. Because all the defenses set up in said pleas can be set up under their pleas filed prior to the filing of these pleas, and because each of said pleas seek to have this court review the decision of the supreme court.

4th. Because all matters set up in said pleas have been adjudged against said defendants in this case by the supreme court.

And the following additional reasons as to said 3rd, 4th, 5th, and 6th pleas of each of said defendants respectively, to wit:

1st. Because one of said pleas is so framed as to prejudice, embarrass, and delay a fair trial of this case.

2nd. No one of said pleas is *is* necessary in order to bring the true merits of the controversy in this suit fairly to trial.

3rd. Each one of said pleas is so framed as to make *as to make*

the precise nature of the defense intended to be set up so indefinite, uncertain, complicated, and multifarious that it is not apparent what precise defense is intended thereby.

And for the following additional reasons as to said 3rd plea of said defendants respectively, to wit:

1st. Because said plea sets up matters of defense that can be set up under the former pleas filed by said defendants, and nothing more.

And for the following additional reasons as to said 4th plea of each of said defendants respectively, to wit:

1st. Because said plea seeks to have this court review the decision of the supreme court in this case.

2nd. Because said plea denies the validity of the supreme court decision in this case, and calls upon this court to reverse that decision.

3rd. Because all matters involved in this plea can be set up under the pleas of said defendants filed prior to the filing of said plea.

4th. Because all matters contained in said plea have been decided by the supreme court in this case under said former pleas.

And for the following additional reasons as to said 5th plea of each of said defendants respectively, to wit:

1st. Because said plea attacks the validity and legal effect of the decision of the supreme court in this cause and seeks to have this court to overrule that decision.

2nd. Because said plea sets up the decision in the case of Natchez, Jackson & Columbus Railroad Company *vs.* James W. Lambert, tax collector, as a conclusive adjudication against plaintiff's cause of action in this case, when said plea shows upon the face that said decision was overruled by said supreme court before said pleas were filed.

3rd. Because said plea is offered too late.

And for the following additional reasons as to said 6th plea of each of said defendants respectively, to wit:

1st. Because said plea attacks the validity of the decision of the supreme court in this case and seeks to have the same reviewed by this court.

2nd. Because said plea is no defense in this case as it now stands.

3rd. Because said plea sets up as an estoppel only such matters as the supreme court has overruled in this case before said plea was filed.

4th. Because the State cannot be estopped by the acts of its ministerial officers, and cannot be estopped by the decisions of its court as to any matters not actually adjudicated in said decisions.

5th. Because said plea is presented too late.

And for the following additional reasons as to said 7th plea of each of said defendants, to wit:

1st. Because plea is a defense to matter not involved in this suit.

2nd. Because the record shows that plaintiff's claim as to the matters covered by said plea had been dismissed.

CRITZ & BECKETT,
Attorneys for Plaintiff.

660 Endorsed: Filed and entered July 6, 1898. F. B. Neal, clerk, by W. J. Brown, Jr., D. C.

Motion to Strike out Pleas Sustained.

June Term, 1898.

JULY 7, 1898.

WIRT ADAMS, State Revenue Agent,
vs.
YAZOO & MISSISSIPPI VALLEY RAILROAD COMPANY ET AL. } 2788.

This cause came on for hearing upon plaintiff's motion to strike out the 3rd, 4th, 5th, 6th, and 7th pleas of the defendant The Yazoo & Mississippi Valley Railroad Company and the 3rd, 4th, 5th, 6th, and 7th pleas of the defendant The Illinois Central Railroad Company, and thereupon said defendants withdrew said two 7th pleas; and the court, upon full consideration of the matter, doth order that said motion be, and the same is hereby, sustained, and each and all of said pleas (except said 7th pleas) are stricken from the files; to which the defendants then and there excepted and there exception was allowed.

Third Special Bill of Exceptions.

WIRT ADAMS, State Revenue Agent,
vs.
YAZOO & MISSISSIPPI VALLEY RAILROAD COMPANY. } 2788.

Be it remembered that on Tuesday, the 5th day of July, 1898, being a day of this the June term, 1898, of this court, came on to be heard the above-entitled cause, and the defendants made their motion for a continuance of this cause until the next term of this court for reasons assigned in the affidavit presented to that end, and the said motion was overruled, all of which appears in a certain special bill of exceptions herein filed; and on the overruling of said motion for continuance the defendants requested of the court to grant them time until the morning of Wednesday, the 6th day of July, 1898, in which to prepare pleas to meet the new aspect put upon the case, in their opinion, by the decision of the supreme court certified with the mandate herein, and this request the court granted.

On Wednesday morning the court convened at 9 o'clock, July 6, 1898, and, this cause being called, all counsel were present, and the court inquired of counsel for defense if their pleas were ready; whereupon counsel for defense replied that they were, and produced the same and handed them to the clerk of the court in the presence of counsel for plaintiff and without any objection by them. The clerk thereupon marked the same filed before they were submitted to the court or the counsel for the plaintiff and without any leave of the court to file same other than as stated above. The counsel for the plaintiff then obtained said pleas from the clerk, after the

same had been marked filed by him, and asked time until three o'clock in the afternoon to consider the same, which was granted by the court.

Thereupon, in the afternoon of said day, the counsel for the plaintiff filed their motion, which is herein of record, to strike from the files the 2nd, 3rd, 4th, 5th, 6th, and 7th pleas of each of the defendants, which were all of the pleas aforesaid.

On this day, being Thursday, the 7th day of July, 1898, a day of said week and term, this cause being called, the plaintiff amended his motion by striking therefrom the figures and letters 2nd, which occurs in the written third line thereof between the words "files the" and the expressions 3rd, 4th, &c., announcing that they withdrew their motion as to the second pleas of each defendant and would reply to the same. The defendants then confessed the motion as to the two 7th pleas, stating that they had forgotten what the records herein do show; that at the former term of this court the plaintiff had dismissed this cause as to the taxes defended against by said 7th pleas. The court thereupon sustained the said motion as to said 3rd, 4th, 5th, & 6th pleas of the said two defendants respectively and struck the same from the files.

Whereupon the defendants excepted and tendered this their special bill of exceptions, which is hereby signed and made a part of the record in this cause this the 7th day of July, 1898.

Allowed.

ROB'T POWELL, *Judge.*

Endorsed: Filed July 7, 1898. F. B. Neal, clerk, by W. J. Brown, Jr., D. C.

661 *Replication to Pleas of Yazoo & Miss. Valley R. R. Co.*

WIRT ADAMS, State Rev. Agent,
vs.
YAZOO & MISS. VALLEY RAILROAD CO. ET AL. } 2788.

Now comes the plaintiff, by his attorneys, and denies all the allegations of the plea of the Yazoo & Mississippi Valley Railroad Company filed at the present term of this court on July 6th, 1898, called the 2nd plea, and takes issue on the same by consent.

CRITZ & BECKETT,
Att'ys for Plaintiff.

Endorsed: Filed July 7, 1898. F. B. Neal, clerk, by W. J. Brown, Jr., D. C.

Replication to Plea of Illinois Central Railroad Company.

WIRT ADAMS, State Revenue Agent,
vs.
YAZOO & MISS. VALLEY RAILROAD COMPANY ET AL. } 2788.

Now comes the plaintiff, by his attorneys, and denies all the allegations of the plea of the Illinois Central Railroad Company filed at

the present term of this court on July 6th, 1898, called the 2nd plea, and takes issue on the same by consent.

CRITZ & BECKETT,
Att'ys for Plaintiff.

Endorsed: Filed July 7, 1898. F. B. Neal, clerk, by W. J. Brown, Jr., D. C.

Withdrawal of Pleas.

WIRT ADAMS, State Revenue Agent,
vs.
YAZOO & MISSISSIPPI VALLEY R. R. CO. ET AL. } 2788.

In this cause, the court having stricken from the files the pleas of the two defendants respectively numbered 3, 4, 5, & 6, filed by them in order to meet the new aspect put upon the case by the decision of the supreme court herein rendered on the 20th of June, 1898, the said defendants hereby withdraw the joint plea heretofore filed by them prior to such decision and all other pleas filed before that decision, and also withdraw the two pleas filed by them respectively at this term numbered 2, and decline to plead further herein.

THE YAZOO & MISSISSIPPI VALLEY R. R. CO. AND
ILLINOIS CENTRAL R. R. COMPANY,
By MAYES & HARRIS, *Attorneys.*

Endorsed: Filed July 7, 1898. F. B. Neal, clerk, by W. J. Brown, Jr., D. C.

662 *Order Consolidating Causes.*

June Term, 1898.

JULY 8, 1898.

WIRT ADAMS, State Revenue Agent,
vs.
THE YAZOO & MISSISSIPPI VALLEY R. R. CO. ET AL. } 2788, 2916, 3018, 3059, and 3142.

On the 21st day of July, 1896, causes numbered 2788, 2916, and 3018, the suits of plaintiff against defendants for the taxes of the years 1892, 1893, 1894, and 1895 respectively, were consolidated, and after that proceeded with as one case under said number 2788, and now, by consent of all parties, said consolidated case embracing said three cases is further consolidated with cases numbered 3059 and 3142, the suits of plaintiff against defendants for the taxes of the years 1896 and 1897 respectively, and hereafter all of said suits shall proceed as one suit under the said number 2788, and it is ordered that all the orders, proceedings, and pleadings in one shall be appropriated to each and all of said cases with the proper changes in dates and amounts for each of said years 1892, 1893, 1894, 1895, 1896, and 1897. This order is made to save the expenses and inconvenience of separate pleadings and trials in each case, and is not to be con-

strued to the prejudice of either party, and all objections and exceptions are reserved which could be reserved if said orders, proceedings, and pleadings were all separate.

This order, at the request of all parties, is entered *os af* the 4th day of July, 1898, and shall take effect as of that date, at which date the same was made.

663 *Declaration in No.* 3142.

THE STATE OF MISSISSIPPI,
Hinds County, First District.

Circuit Court, Jan'y Term, 1898.

WIRT ADAMS, State Revenue Agent, for the Use of THE STATE OF Mississippi, &c., Plaintiff,
v.
THE YAZOO & MISSISSIPPI VALLEY RAILROAD COMPANY ET AL., Defendants.

Now comes the plaintiff, Wirt Adams, State revenue agent, who sues for the use of The State of Mississippi and of the counties therein of De Soto, Tunica, Coahoma, Bolivar, Washington, Sharkey, Issaquena, Warren, Claiborne, Jefferson, Franklin, Amite, Wilkinson, Tallahatchie, and Leflore, and of the towns of Tunica, in said Tunica county; Lula, Clarksdale, Jonestown, Coahoma, and Friars Point, in said Coahoma county; Shelby, Cleveland, Shaw, Rosedale, and Gunnison, in said Bolivar county; Leland and Hollandale, in said Washington county; Rolling Fork, in said Sharkey county; Vicksburg, in said Warren county; Port Gibson and Russum, in said Claiborne county; Harriston, in said Jefferson county; Hamburg, Roxie, and Knoxville, in said Franklin county; Gloster, in said Amite county; Centerville, in said Wilkinson county—

Under and by virtue of the statutes in such cases made and provided, and complains of the defendants, the said Yazoo & Mississippi Valley Railroad Company, a corporation duly chartered and organized under the laws of the State of Mississippi, and The Illinois Central Railroad Company, a foreign corporation chartered and organized under the laws of the State of Illinois, and both having a part of their lines of railway, depots, and agents in said first district of Hinds county, in an action of debt on the statutes in such cases made and provided, for that whereas the said defendants are and have been since the year A. D. 1892 the owners of the railways, stock, franchises, and property before that time the property of the former Louisville, New Orleans & Texas Railway Company, in the State of Mississippi, which railways, stock, franchises, and property *was* duly assessed for the taxation in said State in and for the years A. D. 1897 in said State of Mississippi, under and in accordance with its laws, by its Mississippi railroad — as State railroad assessors, after objections heard and considered, and *was* also then and there by said railroad commission duly classified for privilege

taxation under said laws for said year, the main line being so classified as first class, the Riverside division as second class, and the Tallahatchie branch as third class, and the said assessment-rolls were duly sent to the clerks of the boards of supervisors of said several counties and were by them filed and copies made and delivered as required by law, and the said assessments were as follows:

For the main line in the counties of—

De Soto	$164,427
664 Tunica	376,643
Coahoma	391,941
Bolivar	563,523
Washington	416,866
Sharkey	420,471
Issaquena	82,214
Warren	574,808
Claiborne	257,978
Jefferson	250,978
Franklin	276,927
Amite	208,331
Wilkinson	145,514

For the Riverside division.

Counties of—

Coahoma	262,270
Bolivar	450,994
Washington	8,715
Sharkey	23,825
Issaquena	50,587

For the Tallahatchie branch.

In the counties of—

Coahoma	87,229
Tallahatchie	131,853
Leflore	64,775

For said towns:

Tunica	8,240
Lula	14,460
Clarksdale	15,680
Jonestown	
Friars Point	10,175
Shelby	14,345
Cleveland	20,965
Shaw	7,420
Rosedale	8,143
Gunnison	10,282
Leland	29,515
Hollandale	8,830
Rolling Fork	

Vicksburg	150,735
Port Gibson	18,519
Russum	9,138
Harriston	10,826
Hamburg	14,327
Roxie	15,247
Knoxville	
Gloster	15,469
Centerville	10,011
Coahoma	14,830

And whereas the levy of State taxes for the year A. D. 1897 was and is 6½ mills on the dollar's worth of taxable property;

And whereas the said privilege taxes on railroads for said year A. D. 1897 was and is for first-class railroads $20.00, and for second-class railroads $15.00, and for third-class railroads $10.00 per mile;

And whereas the boards of supervisors of said several counties did for said year 1897 duly levy county taxes on said railroad and all other taxable property within their respective counties as follows:

In the counties of—

De Soto	5	mills.
Tunica	9.1	mills.
Coahoma	11½	mills.
Bolivar	11.70	mills.
Washington	7	mills.
Sharkey	6	mills.
Issaquena	6	mills.
665 Warren	6	mills.
Warren	11½	mills.
Claiborne	8½	mills.
Jefferson	10.45	mills.
Franklin	11½	mills.
Amite	5	mills.
Wilkinson	6	mills.
Tallahatchie	7½	mills.
Leflore	5½	mills.

And whereas the town taxes duly levied for said year, A. D. 1897, was as follows:

Tunica	—	mills.
Lula	—	"
Clarksdale	—	"
Jonestown	—	"
Friars Point	—	"
Shelby	—	"
Cleveland	—	"
Shaw	5	"
Rosedale	—	"
Gunnison	—	"

Leland	— "
Hollandale	6 "
Rolling Fork	— "
Vicksburg	20 "
Port Gibson	8¾ "
Russum	— "
Harriston	— "
Hamburg	4 mills.
Roxie	— "
Knoxville	— "
Gloster	9½ "
Centerville	2½ "
Coahoma	— "

And whereas the mileage of said railroads in said respective counties was as follows:

For the main line, main track, in—

De Soto	12.868 miles.
Tunica	30.023 "
Coahoma	30.234 "
Bolivar	44.324 "
Washington	32.173 "
Sharkey	33.427 "
Issaquena	6.645 "
Warren	35.768 "
Claiborne	20.373 "
Jefferson	19.837 "
Franklin	21.773 "
Amite	16.577 "
Wilkinson	10.827 "

For the Riverside division, main track, in—

Coahoma	27.713 miles.
Bolivar	47.891 "
Washington	2.175 "
Sharkey	2.165 "
Issaquena	5.460 "

For the Tallahatchie branch, main track, in—

Coahoma	14.109 miles.
Tallahatchie	20.585 "
Leflore	10.205 "

666 And whereas the amounts of said State, county, and privilege taxes expressed *is* as follows:

In De Soto county:

Privilege	$257.36
State	1,068.77
County	822.13
	2,148.26

In Tunica county:	
Privilege	600.46
State	2,448.17
County	3,427.43
	6,476.06
In Coahoma county:	
Privilege	600.46
State	2,545.51
County	4,507.32
	7,653.29
In Bolivar:	
Privilege	886.44
State	3,662.89
County	6,593.00
	11,142.33
In Washington:	
Privilege	643.46
State	2,709.62
County	2,918.06
	6,371.14
In Sharkey:	
Privilege	670.54
State	2,733.06
County	2,522.82
	5,926.42
In Issaquena:	
Privilege	132.90
State	534.39
County	575.49
	1,242.78
In Warren:	
Privilege	715.36
State	3,736.25
County	6,610.29
	11,061.90
In Claiborne:	
Privilege	407.46
State	1,676.85
County	1,792.81
	3,877.12

In Jefferson:

Privilege	396.74
State	1,627.16
County	2,115.30
	4,139.20

In Franklin:

Privilege	434.84
State	1,761.02
County	3,115.66

In Amite:

Privilege	331.54
State	1,354.15
County	1,041.65
	2,727.34

In Wilkinson:

Privilege	216.52
State	945.84
County	873.08
	2,035.44

667 For the Riverside division.

In Coahoma:

Privilege tax	465.69
State	1,714.75
County	3,016.10
	5,196.54

In Bolivar:

Privilege	718.36
State	2,931.45
County	4,476.61
	8,126.42

In Washington:

Privilege	32.62
State	56.64
County	60.80
	160.06

In Sharkey:

Privilege	39.22
State	154.91
County	142.95
	337.08

In Issaquena:

Privilege	81.90
State	328.87
County	354.01
	764.72

For the Tallahatchie branch.

In Coahoma:

Privilege	141.09
State	566.98
County	1,003.13
	1,711.20

In Tallahatchie:

Privilege	200.58
State	857.09
County	922.06
	1,980.63

In Leflore:

Privilege	100.20
State	421.03
County	356.26
	877.49

And the town taxes are as follows:

Tunica	
Lula	
Clarksdale	
Jonestown	
Friars Point	
Shelby	
Cleveland	
Shaw	$36.10
Rosedale	
Gunnison	
Leland	
Hollandale	52.98
Rolling Fork	
Vicksburg	3,014.50
Port Gibson	162.04
Russum	
Harriston	
Hamburg	
Roxie	
Knoxville	
Gloster	146.95
Centerville	25.02
Coahoma	

668 A copy of which assessment-rolls is herewith filed as Exhibit "A" to this declaration, and is asked to be taken as a part thereof.

And the plaintiff in fact avers that said defendants are indebted to the State of Mississippi and to said several counties and to said towns in the amount of said sums of money for said State, county, and privilege and town taxes, aggregating a large sum of money, to wit, the sum of $—.

And although said several amounts are past due and delinquent and have been duly demanded, yet said defendants, each and both, have hitherto failed and refused and still fail and refuse to pay the same or any part thereof, to plaintiff's damage the sum of $250,000.00, and hence he sues for the uses aforesaid, and, as required by the statutes in such cases made and provided, he makes parties to this suit and asks for summons for the members of said railroad commission and the sheriffs of said counties as follows:

Members of said railroad commission:

J. J. Evans, of Monroe county.
M. M. Evans, of Jackson county.
J. H. McGinnis, of Lauderdale county.

Sheriffs of said counties:

W. S. Wissinger, of De Soto.
F. L. Hope, of Tunica.
F. B. Fitzgerald, of Coahoma.
R. M. Edwards, of Bolivar.
J. B. Hebron, of Washington.
C. H. Walton, of Sharkey.
R. W. Smith, of Issaquena.
Dan N. Hebron, of Warren.
R. C. McCay, of Claiborne.
C. C. Coffey, of Jefferson.
J. P. Jones, of Franklin.
J. B. Turnipseed, of Amite.
J. M. Sessions, of Wilkinson.
J. H. Sullivan, of Tallahatchie.
J. B. Humphreys, of Leflore.

CRITZ & BECKETT,
Attorneys for Plaintiff.

Endorsed: Filed and summons issued Dec. 24, '97, to Hinds, Jackson, Lauderdale, De Soto, Tunica, Coahoma, Bolivar, Washington, Sharkey, Issaquena, Warren, Claiborne, Jefferson, Franklin, Amite, Wilkinson, Tallahatchie, and Leflore. F. B. Neal, clerk, by W. J. Brown, Jr., D. C.

669 EXHIBITS TO DECLARATION IN NO. 3142.

Assessment of the Main Line, Yazoo & Mississippi Valley Railroad Company for the Year 1897.

Original schedule filed with the Mississippi railroad commission on the 9th day of April, 1897.

F. C. KOMBROUGH, *Secretary.*

I hereby certify that the following assessment-roll of the property of the railroad company was made up by the Mississippi railroad commission, with the values as specified in columns headed valuation by commission, at a meeting of said commission in the capitol, at Jackson, Mississippi, on the 6 day of ——, 1897.

Witness my official signature this — day of ——, 1897.

—— ——.

I hereby certify that the following final assessment of the property of the —— Railroad Company was made by the Mississippi railroad commission, with the values as specified in the column headed "valuation by commission after objections heard," at a meeting of said commission in the capitol, at the city of Jackson, Mississippi, on the — day of ——, 1897.

Witness my official signature this — day of ——, 1897.

—— ——.

STATE OF ILLINOIS, } ss:
County of Cook, }

—, J. C. Welling, vice-president of the Yazoo & Mississippi Valley Railroad Company, do hereby solemnly swear that the schedules hereto attached are full, true, and correct to the best of my knowl edge and belief.

J. C. WELLING,
Vice-President of the Yazoo & Mississippi Valley Railroad Company.

Subscribed and sworn to before me this 7th day of April, 1897.

JULIUS RENNEY,
Notary Public.

Valuation per Mile of Main Track, Franchise, and Rolling Stock.

Valuation by company, $5500–2089. Rolling stock, 7589.

Valuation by commission	$12,000
Valuation by commission after objection- heard	12,000

Valuation per Mile of Side Track.

Valuation by company, $2,500.

Valuation by commission	$3,000
Valuation by commission after objections heard	3,000
Total capital stock on 807.267 miles railroad	5,000,000.00
Par value of stock	5,000,000.00

Actual value of stock—no market value.

Gross receipts last year on 456.154 miles R. R., main line	3,370,565.21
Gross receipts from freight last year	2,340,351.47
Gross receipts from passengers last year	596,058.94
Gross receipts earned in Mississippi on 314.92 miles railroad, main line	2,035,059.21

State separately what property is claimed to be exempt from taxation, and cite law authorizing exemptions.

The Yazoo & Mississippi Valley Railroad Company, as the successor of the Louisville, New Orleans & Texas Railway Company, claims exemption from taxation of the property above described under the provisions of section 5 of an act of the legislature of the State of Mississippi entitled "An act to authorize the Memphis
670 and Vicksburg R. R. Co. and the Mississippi Valley and Ship Island R. R. Co. to effect a consolidation," approved March 3, 1882, and under the provisions of sec. 21 of an act of said legislature entitled "An act to incorporate the Mobile and North Western R. R. Co.," approved July 20, 1870.

Recapitulation for the Year 1897.

Main line.

County.	Mileage.	Valuation by company.	Valuation by commission.	Valuation by commission after objections heard.
De Soto	12.863	79,718		
Tunica	30.023	179,719		
Coahoma	30.234	192,319		
Bolivar	44.322	271,323		
Washington	32.173	205,631		
Sharkey	33.527	199,701		
Issaquena	6.645	38,763		
Warren	35.768	343,879		
Claiborne	20.373	123,981		
Jefferson	19.837	121,157		
Franklin	21.752	128,279		
Amite	16.577	99,392		
Wilkinson	10.826	73,166		
	314.920	2,056,028		
Proportion of rolling stock		657,876		
Total		2,713,904		

Description of Rolling Stock.

	No.	Value.	Total value.
Engines:			
Passenger	21	3,100.00	65,100.00
Freight	41	3,100.00	127,100.00
"	24	3,300.00	79,200.00
Switching	14	2,800.00	39,200.00
Cars:			
Passenger	34	1,800.00	61,200.00
"	10	1,200.00	12,000.00
Combination baggage & smoker	9	1,000.00	9,000.00
" " mail & express	7	1,000.00	7,000.00
Baggage & express	6	800.00	4,800.00
Business	2	2,250.00	4,500.00
Pay	1	1,800.00	1,800.00
Freight:			
Box	2,062	200.00	412,400.00
Stock	51	200.00	10,200.00
Fruit	173	250.00	43,250.00
Flat	541	125.00	67,625.00
Construction	2	150.00	300.00
Coal	395	150.00	59,250.00
Caboose	56	200.00	11,200.00
Pile-driver	3	400.00	1,200.00
Wrecking	2	400.00	800.00
Steam shovel	1	1,000.00	1,000.00
Total on 807.267 miles			1,018,125.00

The above rolling stock is prorated (on basis of mileage in Miss. and earnings in Miss. for 1894) on next page.

671 *Description of Rolling Stock.*

Proportion in Mississippi, $\frac{673.237}{807.267}$ of 1,018,125, $786,934.

		Total rolling stock.		
Main line	0.836	786,934	657	657,876
Helena branch	0.005	do.	.....	3,935
Riverside div., L., N. O. & T.	0.051	do.	.....	40,134
Riverside div., special charter	0.034	do.	.....	26,755
Tallahatchie branch	0.012	do.	.....	9,443
N., J. & C.	0.060	do.	.....	47,217
Bayou Sara branch	0.002	do.	.....	1,574
	1.000			$786,934

Telegraph line used in operation of railroad exclusively.
No commercial business done over these wires.

		Main line.
De Soto	county.....	12.863 miles.
Tunica	"	30.023 "
Coahoma	"	30.234 "
Bolivar	"	44.322 "
Washington	"	32.173 "
Sharkey	"	33.527 "
Issaquena	"	6.645 "
Warren	"	35.768 "
Claiborne	"	20.373 "
Jefferson	"	19.837 "
Franklin	"	21.752 "
Wilkinson	"	10.826 "
Amite	"	16.577 "

All exempted from taxation, as stated on 3rd sheet of this return.

672 *Declaration in No.* 3059.

THE STATE OF MISSISSIPPI, *Hinds County.*

Circuit Court, First District.

WIRT ADAMS, State Revenue Agent, Use, &c., Plaintiff,
vs.
YAZOO & MISSISSIPPI VALLEY RAILROAD COMPANY ET AL., Defendants.

Declaration.

Now comes the plaintiff, Wirt Adams, State revenue agent, who sues for the use of the State of Mississippi and of the counties therein of De Soto, Tunica, Coahoma, Bolivar, Washington, Sharkey, Issaquena, Warren, Claiborne, Jefferson, Franklin, Amite, Wilkinson, Tallahatchie, and Leflore and of the towns of Tunica, in said Tunica county; Lula, Coahoma, Jonestown, Friars Point, and Clarksdale, in said Coahoma county; Shelby, Cleveland, Shaw, Gunnison, and Rosedale, in said Bolivar county; Leland and Hollandale, in said Washington county; Rolling Fork, in said Sharkey county; Vicksburg, in said Warren county; Port Gibson and Russom, in said Claiborne county; Harrison, in said Jefferson county; Hamburg, Roxie, and Knoxville, in said Franklin county; Gloster, in said Amite county, and Centerville, in said Wilkinson county, under and by virtue of the statutes in such cases made and provided, and complains of the defendants, The Yazoo & Mississippi Valley Railroad Company, a domestic corporation formed and organized under the laws of Mississippi, and The Illinois Central Railroad Company, a foreign corporation, formed and organized under the laws of the State of Illinois, and each having a part of their lines of railway, depots, and agents in said first district of

Hinds county, in an action of debt on the statutes in such cases made and provided.

For that whereas on or about October 24th, 1892, the railroad and property of the former Louisville, New Orleans & Texas Railway Company, formed and organized under the laws of the State of Mississippi, became and has ever since continued to be the property of said defendants, and was duly assessed for taxation in the year of 1896, in said State of Mississippi, under and in accordance with its laws, by its Mississippi railroad commission as State railroad assessors, after objection heard from and considered, and was also by said railroad commission duly classified for privilege taxation under and in accordance with said laws, the main line being classified as first class and the Riverside division as 2nd class and Tallahatchie branch as third class, and said assessment-rolls were duly sent to the clerks of the boards of supervisors of said several counties and by them filed and copies made and disposed of, as required by the laws in such cases made and provided, and the said assessment was as follows:

On the main line in—

De Soto county	$164,427
Tunica county	376,639
Coahoma county	392,291
Bolivar county	563,523
Washington county	416,866
Sharkey county	420,471
Issaquena county	82,214
Warren county	572,589
Claiborne county	256,986
Jefferson county	250,408
Franklin county	270,927
Amite county	208,850
Wilkinson county	144,394

For the Riverside division in—

Coahoma county	262,270
Bolivar county	451,494
Washington county	19,590
Issaquena county	50,587
Sharkey county	23,825

673 For the Tallahatchie branch in—

Coahoma county	88,124
Tallahatchie county	130,953
Leflore county	64,775

In and for said towns as follows:

Tunica	8,240
Lula	14,460
Coahoma	14,830

Friars Point	10,175
Jonestown	
Clarksdale	15,680
Shelby	14,345
Cleveland	20,965
Shaw	7,420
Gunnison	10,282
Rosedale	7,642
Leland	29,515
Hollandale	8,830
Rolling Fork	
Vicksburg	150,755
Port Gibson	17,928
Russum	9,144
Harriston	11,657
Hamburg	14,527
Roxie	15,241
Knoxville	
Gloster	15,469
Centerville	10,524

And whereas the levy of State taxes for said year 1896 was six mills on the dollar's worth of taxable property;

And whereas the privilege taxes for the said year 1896 was $20.00 per mile on first-class railroads, $15.00 per mile on second-class, and $10.00 per mile on third-class railroads under the act entitled "An act creating privilege taxes on certain industries in Mississippi and repealing all laws in conflict with the same," approved March 17, 1896;

And whereas the board of supervisors of said several counties did for said year 1896 duly levy their county taxes on said railroad and all taxable property within their respective limits on the dollar's worth as follows, in—

De Soto county	5	mills.
Tunica county	7	"
Coahoma county	12	"
Bolivar county	16.20	"
Washington county	7	"
Sharkey county	6	"
Issaquena county	6½	"
Warren county	12	"
Claiborne county	8	"
Jefferson county	7½	"
Franklin county	10	"
Amite county	5	"
Wilkinson county	6¾	"
Tallahatchie county	8	"
Leflore county	5⅔	"

And whereas the town taxes duly levied for each of said years were as follows:

Tunica	—	mills.
Lula	—	"
Coahoma	—	"
Jonestown	—	"
Friars Point	—	"
Clarksdale	—	"
Shelby	—	"
Cleveland	—	"
Shaw	5	"
674 Gunnison	—	"
Rosedale	—	"
Rolling Fork	—	"
Vicksburg	20	"
Port Gibson	6½	"
Russum	—	"
Harriston	—	"
Hamburg	2½	"
Roxie	—	"
Knoxville	—	"
Gloster	9	"
Centerville	2½	"
Leland	—	"
Hollandale	6	"

And whereas the privilege-tax mileage of said railroads in each of said counties was as follows:

For the main line in—

De Soto county	12.863
Tunica county	30.023
Coahoma county	30.234
Bolivar county	44.322
Washington county	32.173
Sharkey county	33.527
Issaquena county	6.645
Warren county	35.768
Claiborne county	20.373
Jefferson county	19.837
Franklin county	21.752
Amite county	16.577
Wilkinson county	10.826

For the Riverside division in—

Coahoma county	27.713
Bolivar county	41.891
Washington county	2.175
Issaquena county	5.460
Sharkey county	2.615

For the Tallahatchie branch in—

Coahoma county	27.713
Bolivar county	41.891
Washington county	2.175
Issaquena county	5.460
Sharkey county	2.615

For the Tallahatchie branch in—

Coahoma county	14.109
Tallahatchie county	20.585
Leflore county	10.205

And whereas the said defendants, being the owners of said property, are liable for the taxes thereon, and said Illinois Central Railroad Company did in fact, in writing, assume and promise to pay all taxes which might be lawfully levied on said property, whereby and by force of the statute in such cases made and provided the said defendants have become and are now indebted to said State of Mississippi and to said several counties and towns for current privilege, State, county, and municipal taxes for said fiscal year 1896 as follows:

For the main line.

In De Soto county:

State tax	986.56
Privilege tax	257.26
County tax	822.13

Tunica county:

State tax	2,259.83
Privilege tax	600.46
County tax	2,636.47

675 Coahoma county:

State tax	2,353.74
Privilege tax	604.68
County tax	4,707.49

Bolivar county:

State tax	886.44
Privilege tax	
County tax	9,129.07

Washington county:

State tax	2,511.19
Privilege tax	643.46
County tax	2,918.06

Sharkey county:

State tax	2,522.82
Privilege tax	670.54
County tax	2,522.82

Issaquena county:

State tax	496.88
Privilege tax	132.90
County tax	534.39

Warren county:

State tax	3,425.53
Privilege tax	715.36
County tax	6,871.06

Claiborne county:

State tax	1,541.91
Privilege tax	407.46
County tax	2,055.88

Jefferson county:

State tax	1,502.44
Privilege tax	396.74
County tax	1,878.06

Franklin county:

State tax	1,625.56
Privilege tax	435.04
County tax	2,709.27

Amite county:

State tax	1,252.10
Privilege tax	331.54
County tax	1,044.25

Wilkinson county:

State tax	866.36
Privilege tax	216.52
County tax	974.65

For the Riverside division.

In Coahoma county:

State tax	1,573.62
Privilege tax	415.69
County tax	3,147.24

Bolivar county:

State tax	2,708.96
Privilege tax	628.36
County tax	7,314.20

676 Washington county:

State tax	117.54
Privilege tax	32.62
County tax	137.13

Issaquena county:

State tax	303.50
Privilege tax	81.90
County tax	328.71

Sharkey county:

State tax	142.95
Privilege tax	39.22
County tax	142.95

For the Tallahatchie branch.

In Coahoma county:

State tax	528.74
Privilege tax	141.09
County tax	1,057.48

Tallahatchie county:

State tax	785.71
Privilege tax	205.85
County tax	1,047.62

Leflore county:

State tax	388.65
Privilege tax	102.05
County tax	367.05

For the town taxes as follows in—

Tunica	
Lula	
Coahoma	
Jonestown	
Friars Point	
Clarksdale	
Shelby	
Cleveland	$36.10
Gunnison	
Rosedale	
Leland	
Hollandale	52.98
Rolling Fork	
Vicksburg	3,014.70
Port Gibson	107.56
Russum	
Harriston	
Hamburg	36.31
Roxie	
Knoxville	
Gloster	139.22
Centerville	26.31

Plaintiff herewith files copies of said assessment-rolls and ask that they be taken as part of this declaration as Exhibits A, B, & C thereto.

And the plaintiff in fact avers that although said defendants were and are still indebted to said State of Mississippi and to said several counties and towns in said several amounts, aggregating a large sum of money, to wit, the sum of $—:

And although said several amounts have long since been due and are now delinquent and have been duly demanded, yet the said defendants have both and each hitherto failed and refused and still fail and refuse to pay the same or any part thereof, to plaintiff's damage $125,000.00, and hence he sues for the uses aforesaid, and, as by the statute in such cases made and required, he makes parties to this suit the Honorable J. J. Evans, of Monroe county, J. D. McGinnis, of Lauderdale county; M. M. Evans, of Jackson county, constituting said Mississippi railroad commission, as State railroad assessors, and the sheriffs and tax collectors of said counties
677 as follows: W. S. Wissinger, of De Soto; F. L. Hope, of Tunica; F. P. Fitzgerald, of Coahoma; R. M. Edwards, of Bolivar; J. B. Hebron, of Washington; C. H. Walton, of Sharkey; R. W. Smith, of Issaquena; Dan N. Hebron, of Warren; R. C. McCay, of Claiborne; C. C. Coppey, of Jefferson; J. L. Calcote, of Franklin; Chas. E. Davis, of Amite; J. M. Sessions, of Wilkinson; J. H. Sullivan, of Tallahatchie, and J. B. Humphries, of Leflore, and asks that they and each of them and said defendants, The Yazoo & Mississippi Valley Railroad Company and Illinois Central Railroad Company, be summoned as required by law, &c.

CRITZ, BECKETT & JONES,
Attorneys for Plaintiff.

Endorsed: Filed with Exhibits A B & C this December, 18, 1896. F. B. Neal, clerk, by W. J. Brown, Jr., D. C.

The exhibits to this declaration are omitted from the record by the instructions and agreement of attorneys for both parties *of* this suit.

678 *Judgment.*

June Term, 1898.

JULY 8, 1898.

WIRT ADAMS, State Revenue Agent, Use, &c.,
vs.
YAZOO & MISSISSIPPI VALLEY RAILROAD COMPANY *et al.* } 2788, Consol.

This day came on to be heard this cause, the same embracing cases No. 2788, 2916, 3018, 3059, and 3142, heretofore consolidated, and the plaintiff and defendants appeared by their respective counsel; and thereupon the defendants, The Yazoo & Mississippi Valley and The Illinois Central Railroad Companies, withdrew each and

all of their joint and several pleas on file, not including, however, the pleas which have been stricken out by the court, and said nothing further in bar of this action; it is therefore considered and so ordered and adjudged the plaintiff have judgment, *nil dicet*, against the defendants for the amounts sued for in said consolidated cause. Thereupon defendants' counsel admitted in open court that a writ of inquiry was not necessary in this case; that the clerk of this court might lawfully calculate the amounts due according to this judgment.

And thereupon said clerk made such calculations and found the several amounts due from defendants to plaintiff for which judgment is hereinbelow entered for taxes for the years 1892, 1893, 1894, 1895, 1896, and 1897 and for the State, counties, and towns as hereinbelow given respectively, which amounts are found correct and approved by the court.

Wherefore it is considered and so ordered and adjudged by the court that the plaintiff, Wirt Adams, State revenue agent, do have and recover of said defendants, The Yazoo & Mississippi Valley Railroad Company and The Illinois Central Railroad Company, the said several sums of money below enumerated for the use of said State and said several counties and towns respectively as stated below, to wit:

For De Soto county:

Privilege taxes	$1,543.80
State taxes	5,548.27
County taxes	5,227.47

For Tunica county:

Privilege taxes	$3,615.04
State taxes	12,685.97
County taxes	20,014.57

For Coahoma county:

Privilege taxes	$6,745.46
State taxes	25,021.73
County taxes	41,702.50

For Bolivar county:

Privilege taxes	$9,048.24
State taxes	34,010.06
County taxes	98,607.80

For Washington county:

Privilege taxes	$4,014.19
State taxes	14,563.29
County taxes	17,164.17

For Sharkey county:

Privilege taxes	$4,226.86
State taxes	14,943.60
County taxes	17,849.12

For Issaquena county:

Privilege taxes	$1,153.10
State taxes	4,472.58
County taxes	4,794.81

679 For Warren county:

Privilege taxes	$4,292.16
State taxes	19,588.98
County taxes	40,550.20

For Claiborne county:

Privilege taxes	$2,444.12
State taxes	8,706.32
County taxes	12,118.92

For Jefferson county:

Privilege ta-es	$2,361.44
State taxes	8,488.32
County taxes	11,754.94

For Franklin county:

Privilege taxes	$2,628.82
State taxes	9,092.61
County taxes	17,015.78

For Amite county:

Privilege taxes	$1,988.94
State taxes	7,044.93
County taxes	8,138.68

For Wilkinson county:

Privilege taxes	$1,299.34
State taxes	4,863.14
County taxes	5,512.36

For Tallahatchie county:

Privilege taxes	$1,224.23
State taxes	4,367.58
County taxes	6,097.54

For Leflore county:

Privilege taxes	$403.86
State taxes	1,516.00
County taxes	1,665.08

All items of privilege and State taxes above being for the use of the State, and each item of county taxes above being for the use of the county for which it appears in the above statement, being the State, county, and privilege taxes in each of said counties for all of

the years inclusive, and for the following towns and cities respectively, the following amounts, to wit:

Tunica	$102.15	Hollandale	$286.17
Vicksburg	15,307.32	Port Gibson.....	697.79
Friars Point..... ...	350.96	Shaw	183.75
Hamburg.....	202.68	Gloster.....	743.76
Centerville.....	180.95	Leland..... ...	413.00

being the total amount of taxes due each of said counties and towns respectively for the respective years, as given in the several declarations as to said cities and towns, aggregating herein in all the total sum of five hundred and forty-eight thousand six hundred and seventy-six $\frac{99}{100}$ dollars ($548,676.99); which total sum said plaintiff shall have and recover of said defendants, together with six per cent. interest per annum thereon from this date until paid, and all costs of this suit and of each suit consolidated therewith or therein, and for each of and all said items execution may issue.

And this consolidated case is dismissed without prejudice as to all the towns not named in this judgment and all towns named herein except as to the taxes due the town of Tunica for the years 1893, 1894, and 1895; Vicksburg for the years 1893, 1894, 1895, 1896, and 1897; Friars Point for the years 1893 and 1894; Clarksdale for the years 1893 and 1895.

Hamburg for the years 1893, 1894, 1895, 1896, and 1897.

Hollandale for the years 1893, 1894, 1895, 1896, and 1897.

Port Gibson for the years 1893, 1894, 1895, 1896, and 1897.

Roxie for the year 1895.

Shaw for the years 1893, 1894, 1895, 1896, and 1897.

680 Centerville for the years 1893, 1894, 1895, 1896, and 1897.

Gloster for the years 1893, 1894, 1895, 1896, and 1897.

Leland for the years 1893 and 1894.

Judgment for which taxes is herein given.

Stenographer's Notes.

WIRT ADAMS, State Revenue Agent,
vs.
THE YAZOO & MISSISSIPPI VALLEY RAILROAD COMPANY ET AL. } 2788.

The defendant in this cause objected to any other action in the cause at this term of the court for the reason that the mandate, with the document accompanying the same, shows on the face of it that the said document accompanying the same was not the opinion of the supreme court in the case, and that the opinion therein was to be hereafter prepared in that court. The said objection being made under section 4381 of the Code of 1892, the same was overruled by the court and exception taken.

The court overruled the said objection upon the ground that the counsel for the defense had made a motion before the supreme court in the case before the mandate was sent to the court asking that court to withhold the mandate until the opinion was filed, but that

opinion was overruled by the supreme court, the chief justice announcing from the bench in overruling it that the abstract filed by a majority of the court would stand for the opinion for the present.

The defense objected to any steps being taken in this case because this cause was not docketed until today; two weeks of the term has gone by, and they claim that this court has no jurisdiction of the case and no power to proceed in the same to trial unless the court acquires such jurisdiction on the first day of the term; that the mandate cannot be certified down from the supreme court in the middle of a term of court and the case placed on the trial docket and stand for trial on the third Monday of this term of the court.

The above motion was overruled, and the defense excepted.

Endorsed: Filed July 19, 1898. F. B. Neal, clerk, by W. J. Brown, Jr., D. C.

681 *Appeal Bond, Yazoo & Mississippi Valley Railroad Company.*

Know all men by these presents that we, the Yazoo & Mississippi Valley Railroad Company, as principal, and the Illinois Central Railroad Company and the Chicago, St. Louis and New Orleans Railroad Company and the Canton, Aberdeen & Nashville Railroad Company and Stuyvesant Fish and J. T. Harahan, as sureties, are held and firmly bound unto Wirt Adams, State revenue agent, in the sum of one million ninety-seven thousand three hundred and fifty-four dollars, jointly and severally; for the full and true payment of which we and each of us do hereby bind ourselves, our successors, heirs, executors, administrators, and assigns, firmly by these presents.

Witness our signatures and our respective corporate seals this the 20th day of July, 1898.

Upon condition, nevertheless, that whereas the said Wirt Adams, State revenue agent, did on the 8th day of July, 1898, recover in the circuit court in the first district of Hinds county, Mississippi, a certain judgment against the Yazoo & Mississippi Valley Railroad Company and against the said Illinois Central Railroad Company for the sum of five hundred and forty-eight thousand six hundred and seventy-six dollars and ninety-nine cents; and whereas the said The Yazoo & Mississippi Valley R-ilroad Company hath prayed an appeal therefrom to the supreme court of the State of Mississippi:

Now, therefore, if the said The Yazoo & Mississippi Valley Railroad Company shall satisfy the said judgment and also such final judgment as may be made in said cause if the same be affirmed, together with all costs, then this obligation shall be null and void; otherwise to remain in full force and virtue.

In witness whereof the said The Yazoo & Mississippi Valley Railroad Company, the Illinois Central Railroad Company, the Chicago, St. Louis & New Orleans Railroad Company, and the Canton, Aberdeen & Nashville Railroad Company have, by order of their respective boards of directors, caused these presents to be signed by their respective presidents and their respective corporate seals to be hereto affixed and attested by their secretaries and the said Stuyvesant

Fish and J. T. Harahan have hereto set their hands and seals on the date first above mentioned.

[CORPORATE SEAL.] THE YAZOO & MISSISSIPPI VALLEY RAILROAD COMPANY,
By J. C. WELLING, *Vice-President.*

Attest: W. G. BRUEN, *Ass't Secretary.*

[CORPORATE SEAL.] ILLINOIS CENTRAL RAILROAD COMPANY,
By STUYVESANT FISH, *President.*

Attest: A. G. HACKSTAFF, *Secretary.*

[CORPORATE SEAL.] CHICAGO, ST. LOUIS & NEW ORLEANS RAILROAD COMPANY,
By STUYVESANT FISH, *President.*

Attest: A. G. HACKSTAFF, *Secretary.*

[CORPORATE SEAL.] CANTON, ABERDEEN & NASHVILLE RAILROAD COMPANY,
By J. C. WELLING, *Vice-President.*

Attest: A. G. HACKSTAFF, *Secretary.*

STUYVESANT FISH.
J. T. HARAHAN.

Witness as to Stuyvesant Fish:
W. E. RUHAN.
W. H. FISK.

Endorsed: Approved August 3, 1898. Filed August 3, 1898. F. B. Neal, clerk, by W. J. Brown, Jr., D. C.

682 *Appeal Bond of Illinois Central Railroad Company.*

Know all men by these presents that we, the Illinois Central Railroad Company, as principal, and the Yazoo & Mississippi Valley Railroad Company and the Chicago, St. Louis & New Orleans Railroad Company and the Canton, Aberdeen & Nashville Railroad Company and Stuyvesant Fish and J. T. Harahan, as sureties, are held and firmly bound unto Wirt Adams, State revenue agent, in the sum of one million ninety-seven thousand three hundred and fifty-four dollars, jointly and severally; for the full and true payment of which we and each of us do hereby bind ourselves, our successors, heirs, executors, administrators, and assigns, firmly by these presents.

Witness our signatures and corporate seals this the 20th day of July, 1898.

Upon condition, nevertheless, that whereas the said Wirt Adams, State revenue agent, did on the 8th day of July, 1898, recover in the circuit court of the first district of Hinds county, Mississippi, a

certain judgment against the said Illinois Central Railroad Company and against the Yazoo & Mississippi Valley Railroad Company for the sum of five hundred and forty-eight thousand six hundred and seventy-six dollars and ninety-nine cents; and whereas the said Illinois Central Railroad Company hath prayed an appeal therefrom to the supreme court of the State of Mississippi: Now, therefore, if the said Illinois Central Railroad Company shall satisfy the said judgment and also such final judgment as may be made in said cause and all costs if the same be affirmed, then this obligation shall be null and void; otherwise to remain in full force and virtue.

In witness whereof the said Illinois Central Railroad Company, the Yazoo & Mississippi Valley Railroad Company, the Chicago, St. Louis & New Orleans Railroad Company, and the Canton, Aberdeen & Nashville Railroad Company have, by order of their respective boards of directors, caused these presents to be signed by their respective presidents and their respective corporate seals to be hereto affixed and attested by their secretaries and the said Stuyvesant Fish and J. T. Harahan have hereto set their hands and seals on the date first above mentioned.

[CORPORATE SEAL.] ILLINOIS CENTRAL RAILROAD COMPANY,
By STUYVESANT FISH, *President.*

Attest: A. G. HACKSTAFF, *Secretary.*

[CORPORATE SEAL.] THE YAZOO & MISSISSIPPI VALLEY RAILROAD COMPANY,
By J. C. WELLING, *Vice-President.*

Attest: W. G. BRUER, *Ass't Secretary.*

[CORPORATE SEAL.] CHICAGO, ST. LOUIS & NEW ORLEANS RAILROAD COMPANY,
By STUYVESANT FISH, *President.*

Attest: A. G. HACKSTAFF, *Secretary.*

[CORPORATE SEAL.] CANTON, ABERDEEN & NASHVILLE RAILROAD COMPANY,
By J. C. WELLING, *Vice-President.*

Attest: A. G. HACKSTAFF, *Secretary.*

STUYVESANT FISH. [SEAL.]
J. T. HARAHAN. [SEAL.]

Witnesses as to J. T. Harahan:
W. E. RUHAN.
W. H. FISK.

Endorsed: Bond. Approved August 3, 1898. Filed Aug. 3, 1898 F. B. Neal, clerk, by W. J. Brown, Jr., D. C.

683 *Certificate to Transcript, 2nd Appeal.*

STATE OF MISSISSIPPI, }
Hinds County. }

I, F. B. Neal, clerk of the circuit court in and for said county and State, hereby certify the foregoing and annexed one hundred and forty-eight pages to contain a full, true, and correct transcript of the record of the cause stated in the caption as the same remains on file and of record in my office.

Given under my hand and the seal of said court this 4th day of December, 1898.

[SEAL.]

F. B. NEAL, *Clerk*,
By W. J. BROWN, JR., *D. C.*

Record endorsed: Filed Dec. 6, 1898. E. W. Brown, clerk, by C. C. Campbell, D. C.

684 The State of Mississippi to the sheriff of Hinds county, in said State:

You are hereby commanded to summon Wirt Adams, State rev. agent, or Mess. Critz & Beckett, his attorneys in fact or of record, if to be found in your county, to appear before the supreme court of the State of Mississippi, at the capitol, in the city of Jackson, in the county of Hinds and State aforesaid, on the 7th day — December, A. D. 1898, then and there to answer the appeal of the Yazoo & Miss. Valley Railroad Company *et al.* from a judgment of the circuit court of Hinds, in said State, rendered against said appellant on the 8th day of July, A. D. 1898, at the June term, A. D. 1898, of said circuit court, in favor of said appellee, for $548,676.99; and have there then this writ.

Given under my hand and the seal of said circuit court, at my office, in Jackson, Miss., and issued this the 25th day of November, A. D. 1898.

F. B. NEAL, *Circuit Clerk*,
By W. J. BROWN, JR., *D. C.*

Sheriff's Return.

Executed personally this the 25th day of November, 1898, on Wirt Adams, State rev. agent, by handing him a true copy hereof.

W. D. RATLIFF, *Sh'ff*,
By P. D. RATLIFF, *D. S.*

Endorsed: Filed Dec. 6, 1898. E. W. Brown, clerk, by C. C. Campbell, D. C.

685 STATE OF MISSISSIPPI, } ss:
County of Hinds, First District, }

YAZOO & MISS. VALLEY R. R. CO. ET AL., Appellants,
v.
WIRT ADAMS, State Revenue Agent, Appellee.

Come the appellants herein, The Yazoo & Mississippi Valley Railroad Company and The Illinois Central Railroad Company, and respectfully show unto the court that heretofore, to wit, on the 8th day of July, 1898, the said appellee herein, Wirt Adams, State revenue agent, recovered a judgment against appellants in the circuit court of Hinds county, Mississippi, district number one, in the sum of about $548,000.00, and that on the — day of August, 1898, appellants perfected their appeal bond from said judgment to this court, filing their appeal therefor, which was duly approved by the clerk. Appellants are notified by the clerk of this court that the clerk of said circuit court has failed to file in this court the certified copy of the record in said cause as to his duty under the law, and appellants do therefore hereby move this court for a rule on said clerk, requiring him to show cause why he has not so filed said copy of said record.

MAYES & HARRIS,
Att'ys for Appellants.

Endorsed: 9241. Filed Nov. 21st, 1898. E. W. Brown, clerk, by C. C. Campbell, D. C.

686 And on the 26th day of November, 1898, the following order was entered sustaining the above motion:

YAZOO & MISSISSIPPI VALLEY RAILROAD CO. ET AL.
v.
WIRT ADAMS, State Revenue Agent. } 9251.

Came on to be heard the motion of appellants for a rule on the clerk of the circuit court of Hinds county to certify the record herein to this court, and it appearing to the court that the appellants took an appeal to the present term of this court from a judgment of said circuit court rendered herein at the June term thereof, A. D. 1898, on the 8th day of July, 1898, and it further appearing that the clerk of said circuit court has failed to certify the record of said cause as required by law, it is ordered by this court that the precept of this court issue to said clerk, commanding him to forthwith certify said record or show cause why he has not certified the same, or should not as herein commanded; this writ returnable instanter.

But the record having been certified to the court before the writ ordered above could issue, none was in fact issued.

And on the 22nd day of November, 1898, an opinion in words and figures as followas was filed:

687 *Opinion. Filed November* 22, 1898.

WIRT ADAMS, State Revenue Agent,
v. & ats.
Y. & — V. R. R. Co. ET AL. } 8629.

WHITFIELD, *J.:*

The question which lies at the foundation of this case, is this: Conceding for argument's sake, that the L., N. O. & T. R. R. Co., had an exemption from taxation, did the consolidation of that railroad with the Yazoo & Mississippi Valley R. R. Co., on October 24, 1892, create a new corporation, as of that date, and thus result in the cutting off of said exemption, by sec. 180 of the constitution of 1890? If this question be answered in the affirmative then, obviously, the contention of the State must prevail throughout, without regard to any other questions in the case. The power to consolidate must be granted by the State, and permission to consolidate so granted, is not a contract, but a mere license.

Amer. *v.* Eng. Ency. Law (2nd edition), vol. 6, p. 802.
Pearsall *v.* G. V. R'y Co., 161 U. S., 667.
L. & N. R. R. Co. *v.* Ky., 161 U. S., 695.
Keokuk *v.* Mo., 152 U. S., 312.

These railroad companies were perfectly free to consolidate or not. The L., N. O. & T. R. R. Co., if it had a legal exemption, could have retained it, by simply retaining the precise corporate existence it then had. Sec. 181 of Con. of 1890. Consolidation was voluntary on their part, and effected subject to the law and constitution then in force. What the effect of consolidation is, depends upon the will and purpose—not of the corporations, but of the State speaking through the legislature.

Great stress has been laid upon the provisions of sec. 5, Acts of 1882, p. 843, to the effect that the Y. & M. V. R. R. Co. might consolidate with other railroad companies "upon such terms as they may agree upon." But this simply meant "such terms as they the companies might agree upon," consistent with the law as announced in their charters, and otherwise. The charter of the Memphis & Vicksburg R. R. Co.—one of the constituents of the L., N. O. & T. R. R. Co.—expressly stipulates any consolidation shall be "on such terms as may be consistent with the powers conferred on said company." Substantially identical language with the language of sec. 5, *supra*, occurred in the charters under consideration in Keokuk *v.* Mo., 152 U. S., at p. 309, top of the page, and R. R. Co. *v.* Ga., 98 U. S., at p. 361, and in many other cases. These words, "upon such terms as they may agree upon," are not new. They perhaps appear substantially in all grants of power to consolidate railroad or other corporations. As for example, in The Atlanta & Richmond Air Line Railroad Co. *v.* State, 63 Ga., at p. 486. They have no magic in them. They are plain every-day phrases and relate alone to the mere administrative details attending the consolidation of corpora-

tions, which must of course be left to the officers of such corporations, and with which the legislature cannot be burdened; and they convey no substantive powers or rights. These must be found, if anywhere, expressly set forth by the legislature in the charters in the first instance, and not delegated to the corporations, to be worked out under the gloss of these mere administrative phrases. Whether, therefore, the union of these two corporations resulted in consolidation and the creation of a new corporation, or in mere merger
688 of the L., N. O. & T. R. R. Co. with the Y. & M. V. R. R. is to be found not in this phrase so much relied on, but in the clear purpose of the legislature. The articles of consolidation are to be carefully looked to, of course, but they must conform in what they do, if valid, to the purpose of the legislature as to what the effect of the consolidation shall be.

Keokuk *v.* Mo., 152 U. S., 305; Central R. R. Co. *v.* La., 92 U. S., 660.

Let us inquire then what the effect of this consolidation was. And first, what railroads entered into this consolidation? The L., N. O. & — R. R. Co. and the Y. & M. V. R. R. Co. What was the L., N. O. & T. R. R. Co.? It is described in the "articles of consolidation" as "the Louisville, New Orleans & Texas Railway Company, a corporation of the States of Tennessee, Mississippi and Louisiana of the first part," and it is further expressly declared in said articles that the consolidation is effected "under and by virtue of the charters of the respective States of Tennessee, Mississippi and Louisiana, in such case made and provided," etc. The two ends of this railroad are in Louisiana and Tennessee. Now what were the laws touching consolidation in these States, "in such case made and provided?" Of course we deal here exclusively with the Mississippi corporation under our laws; but the laws of Louisiana and Tennessee are expressly referred to as having been held in mind in effecting this consolidation, and they will materially aid us in solving this question. The road with all its property was a unit in the three States. If the effect of the consolidation in Tennessee and Louisiana was known necessarily to be the creation of a new corporation, it hardly comports with reason to suppose that any different consolidation would have been sought at the hands of the Mississippi legislature or granted by it, if sought. And so we shall find it to be. The act No. 157 of 1874 of Louisiana, set forth in 40 La. Ann., p. 385—a general law expressly provides that: "Any two business—companies—may consolidate said corporations, and form *one consolidated* company, holding, etc., all property, etc., belonging to each, and under such corporate name as they may agree upon; and a certificate of the fact of such consolidation with the name of the consolidated company shall be filed and recorded in the office of the secretary of state." This is like the Ohio and Missouri statutes referred to in Keokuk *v.* Mo., 152 U. S., 308–310, and they were all held to provide for a consolidation resulting in a new corporation. Board *v.* Gaslight Co., 40 La. Ann., 384. The provisions of the Tennessee Code (Milliken & Vertress), 1884, secs. 1263–1270,

are stronger and more explicit still in necessitating the creation of a new corporation, sec. 1270 expressly declaring that no exemption from taxation of any constituent company should pass to the consolidated company. The Tennessee and Louisiana ends of the L., N. O. & T. R. R. are integral parts now of the present Y. & M. V. R. R. As to these ends—under Louisiana and Tennessee law the present Y. & M. V. R. R. is undoubtedly a new corporation. How, then, can this corporation—the present Y. & M. V.—an entire corporation—be one new corporation, with stock of but one corporation, the new one, in Louisiana and Tennessee, and in Mississippi, not one new corporation, and having double stock of both constituent roads? As counsel very pertinently asks, "Which is Tennessee stock, which is Louisiana stock, and which is Mississippi stock?"

What now, are the provisions of Mississippi law, as to this consolidation? The L., N. O. & T. had itself no power to consolidate, and it is conceded that this consolidation of the L., N. O. & T. with the Y. & M. V. did not take place under sec. 1 of the act of 1882—
the charter of the L., N. O. & T.—but that the power of con-
689 solidation authorized by that section was exhausted in the consolidation of the Baton Rouge railroad with the M. & V. R. R., forming the L., N. O. & T. R. R. The provisions of law we look to then as authorizing the consolidation under consideration are sec. 16 of the Acts of 1870, p. 326; the charter of the Memphis & Vicksburg Railroad Co.; sec. 25 of the Acts of 1882, p. 932; the charter of the N. O., B. R., V. & M. R. R. Co.; the Baton Rouge charter; and sec. 5 of the Acts of 1882, p. 842–'3; the Yazoo & Miss. Valley Railroad charter. The language of said section 16 is as follows: "That said company shall have the right and power to *consolidate* the stock, property and franchises of the road with any other road or roads, in or out of this State, at any time that the president and directors of the road may deem proper, and upon such terms as may be consistent with the powers conferred upon said company." We understand the well-settled rule of law as declared by the Supreme Court of the United States to be that a consolidation of *stock* results uniformly and necessarily in the creation of a new corporation.

> Clearwater *v.* Meredith, 1 Wall., 25; R. R. Co. *v.* Ga., 98 U. S., 361, 363–'4; Keokuk *v.* Mo., 152 U. S., 308; St. Louis *v.* Berry, 113 U. S., 466–473; Green's Brice's Ultra Vires note at p. 538.

In 98 U. S., *supra*, at p. 363–'4, the court say: "That, generally, the effect of consolidation as distinguished from a union by merger of one company into another is to work a dissolution of the companies consolidating, and to create a new corporation out of the elements of the former, is asserted in many cases, and it seems to be a necessary result. In McMahan *v.* Morrison, 16 Ind., 172, the effect of a consolidation was said to be a dissolution of the corporations previously existing and at the same instant, the creation of a new corporation, with property, liabilities and stockholders derived from

those passing out of existence. So in Lanman *v.* The Lebanon V. R. R. Co., 30 Pa. St., 42, the court said: "Consolidation is a surrender of the old charter by the companies, the acceptance thereof by the legislature, and the formation of a new company out of such portions of the old, as enter into the new. This court, in Clearwater *v.* Meredith, 1 Wall., 40, expressed its approval of what was said in the former of these cases. It is true these expressions have not all the weight of authority, for they were not necessary to the decisions made, but they are worthy of consideration, and they are in accordance with *what seems to be sound reason.*" Justice Strong who delivered this opinion also delivered the opinion in 92 U. S., where at p. 671, he referred, in the spirit of criticism, to these cases. It is, therefore, noteworthy that three years later, after fuller consideration, he says, speaking for a unanimous court, "they are in accordance with sound reason." The authority in 98 U. S., p. 361, was to "consolidate their *stocks*, upon such terms as might be agreed upon by the directors, and ratified by a majority of the stockholders; and it was unanimously held that it was not merger, as in 92 U. S., 665, nor alliance or confederation, but consolidation resulting in the formation of a new company. Said the court, at p. 364: "When, as in this case, the stock of two companies is consolidated, the stockholders become partners, or quasi partners, in a new concern. Each set of stockholders is shorn of the power which as a separate body it had before. Its action is controlled by a power outside of itself. To illustrate: the stockholders of the Savannah & Albany Railroad Co. could not after consolidation have exercised any of the powers or franchises they had prior to their consolidation with the stockholders of the Atlantic & Gulf R. R. Co. They could not
690 have built their road or controlled its management. They could not therefore have performed the duties which, by their original charter, were imposed upon them; those duties could only have been performed by another organization composed partly of themselves and partly of others. Their powers, their franchises, and their privileges were therefore gone, no longer capable of exercise or enjoyment. Gone where? Into the new organization, the consolidated company, which exists alone by virtue of the legislative grant, and which has all its powers, facilities, and privileges by virtue of the consolidation act. What then, was left of the old companies? Apparently nothing. They must have passed out of existence and the new company must have succeeded to their rights and their duties; but the new company comes into existence under a *fresh grant.*

Not only its being, but its powers, franchises, and immunities, are grants of the legislature which gave it its existence. Since, then, a consolidation of the stock of two corporations means the creation of a new corporation, it necessarily follows that the power to consolidate given by this sec. 16 *supra* did not authorize a merger, or any consolidation except such as resulted in the formation of a new company. The next source of power to consolidate is sec. 25, Acts 1882, p. 932 *supra.* That provides: "That the company shall have power and authority to * * * consolidate the company with

any other company, under the name" (not under the name *and charter* as in 92 U. S., p. 667) "of one or both; but when such * * * consolidation is effected, the said company shall be entitled to all the benefits, rights, franchises, lands and property of every description belonging to said road or roads so consolidated." The language here sharply distinguishes between the old companies and the new in a way that makes it perfectly clear the legislature meant the consolidation to result in the creation of a new corporation. Said company, that is the new consolidated company, may be under the name of one, but not the charter of one; on the contrary it, said company, shall be entitled to all the benefits, etc., etc., belonging to said *roads—all* of them *so* consolidated. Manifestly the legislative purpose here was the consolidation of two or more companies into one new company. No power can be found here for merger. The next source of power to consolidate is sec. 5 of the Acts of 1882, p. 843, which provides: "Said company may consolidate with any other railroad company in or out of the State of Mississippi upon such terms as the consolidated company may agree upon; and upon any such consolidation the consolidated company shall have and enjoy all the property, rights, privileges, powers, liberties and immunities and franchises herein granted; but such consolidation shall not have the effect of exempting from taxation the railroad or property owned by such other consolidated company prior to its consolidation with the company hereby chartered; nor of exempting from taxation any property which the consolidated company may, after such consolidation acquire under the provisions of the charter of such other consolidating company." Clearly here also, it is consolidation and not merger which is provided for, and such consolidation as should result in a new company, a "consolidated company which should" enjoy all the property, etc., etc., of its previously existing constituent companies. It will not fail to be noted that in none of these acts is the word merger ever used. Always, and everywhere, it is "consolidation" alone that is authorized. If merger merely was intended, what was easier than to have used the words appropriate to manifest that intention? Why this careful and exclusive use of the word "consolidation"? And not of this
694 word only, but of other terms indicating a clear intention to create a new consolidated company? We conclude, therefore, on a review of the statutes authorizing the consolidation under review that so far as the purpose of the legislature was concerned, it was its clear purpose that consolidation and not merger should occur, and such consolidation as should result in the creation of a new corporation.

Counsel for the railroad company relies on three authorities especially to show that what the legislature here intended was merger.

Tomlinson *v.* Brouch, 15 Wallace, 460;
The Central R. R. Co. *v.* Ga., 92 U. S., 666; and
Meyer *v.* Johnson, 53 Ala., 313.

But in Tomlinson *v.* Brouch Mr. Justice Bradley properly characterized what was done as "amalgamation" which is merger and

not consolidation, p. 463, 15 Wall., and the act of the legislature expressly provided for merger. It provided p. 463 that "the said South Carolina Canal & R. R. Co., shall be *merged* in the said South Carolina R. R. Co." and provided expressly that the South Carolina R. R. Co. should retain its autonomy and previous existence. There was no room for construction in this case and it was conceded on all hands that what occurred was merger. So in Central R. R. Co. *v.* Ga. it was expressly provided—92 U. S., p. 671—that the union should take place under "the name and *charter* of the Central R. & Banking Co." merger was clearly provided for; p. 671–'3. And in Meyer *v.* Johnson, 53 Ala., the court lay stress upon the word "unite" p. 318, "were *united* with those of the Alabama company and vested in it so as to enable it, (*called* in the contract the consolidated company, because their franchises were consolidated *with* its)" etc., etc.—a case again of merger. The authorities are wholly inapplicable to a case like this, where the statutes all sedulously avoid the word merger, exclusively use the word consolidate, and accompany that word—definite enough in itself—with other provisions which leave no doubt that consolidation resulting in the creation of a new corporation was intended. Turning now from the legislative purpose, let us see what was actually done in pursuance of this power to consolidate.

First, the stock of the two companies was consolidated. Learned counsel for the railroad insists that the testimony of Welling shows that the stock was never exchanged. He is mistaken in this. Welling does so state, but on cross-examination expressly declares on this very point, "I do not know as to that question, I do not recall the fact just what was done"—and he is a witness for the railroads. This falls far short of showing that the stock was not exchanged, the other testimony shows it was.

Second. The deed of consolidation on its face provides for and creates a new organization and new officers, see articles 4, 5, 6, 7; and article 8.

Third. The fifth article of consolidation conveys all the "rights—property, etc., etc., etc., of every kind belonging to *either* of the parties—to the consolidated company, without any further act deed or conveyance" distinguishing clearly between the two previous companies—"either of the parties"—and the new company, the grantee, the "consolidated company."

Fourth. The articles of incorporation themselves, on their face declare that doubt exists as to the effect of what has been done and conclude most significantly. "But whatever may be the legal consequence of the consolidation herein provided for, this agreement is to stand and be effective." This is pregnant with meaning. The R. R. companies knew that the only power the legislature had given was to so consolidate as to create a new corporation, and that
692 under sec. 180 of the constitution of 1890 the exemption if any existed would be cut off. They knew the only word used was "consolidate" in all the legislative acts, aad that merger and consolidation are very distinct and different things. And yet—not conforming to the power, but seeking to carry the exemption in

spite of it—they used the words "unite, merge, and consolidate," and say that "such consolidation shall be effected by uniting or merging the stock, property and franchises of the L., N. O. & T. R. R. Co. with and into the stock, property and franchises of the said Yazoo & Miss. Valley Railroad Company without disturbing the corporate existence of the last-named company, or the formation of any new distinct corporation, unless such result shall be necessary to give legal effect to this agreement; but whatever may be the legal consequence of the consolidation herein provided for, this agreement is to stand and be effective." Doubtless they desired to merge; but the legislature had only authorized consolidation and such consolidation as necessarily resulted in the creation of a new corporation, and they could only lawfully do, what the legislature, in fact, authorized; not what they might wish to do. And the words "consolidate upon such terms as they might agree upon," means that the thing done must be consolidation but the mere administrative details of uniting the two into one new corporation were left to the companies; names count for nothing. It is substance courts look to. Consolidation resulting in the creation of a new corporation is what the legislature authorized: is what the articles of consolidation actually effected, and it is utterly beyond the power of the railroad companies to change the essential nature of what was done by calling it "merger."

We have not adverted to all the considerations sustaining this view. The closer the analysis of the articles of consolidation and of the action of the authorities of the two companies the more indisputable it appears that such consolidation as resulted in the creation of a new corporation was precisely what was effected. The notice for a meeting of the stockholders called for August 1, 1893, is a meeting of the stockholders of the Y. & M. V. R. R. Company. The minutes recite that it was a meeting of the stockholders of the Y. & M. V. Railroad Company and gives the number of shares and names of the holders, and all this is true also of the meeting of stockholders of October 4, 1893. Again, on August 1, 1893, a resolution was passed "that the stock, property and franchises of said two corporations had been merged or united in *one single corporation* under the corporate name of the Y. & M. V. Railroad Company. Another resolution was passed reciting that the Y. & M. V. Railroad Company was the "successor" or assignee of the L., N. O. & T. Railroad Company. Of course the mere *name*—Y. & M. V. Railroad Company—is utterly immaterial in determining whether it is attached to the same old company known as the Y. & M. V. Railroad Company or to the consolidated company, the new company, and this action of the stockholders as well as the articles of consolidation pointed clearly to the same result—consolidation and not merger. The new company was the successor or assignee of the two old companies and the language of Mr. Justice Brown of *of* the Supreme Court of the United States in Keokuk *v.* Mo., 152 U. S., 309, fits in here as if uttered for this case: "It is impossible to conceive of a corporation existing without stock or certificates representing the interests of the corporators in the organization. Now if the act provides

(the deed in the case at bar) that these certificates shall be surrendered and certificates in another company issued in their place, what becomes of the prior companies? Who are their stockhold-
693 ers? Who their officers? (The deed in this case appoints an entirely new set of officers. See Charter Book, pp. 731–732.) If the stock in the new company is sold what interest in the prior companies passes by the sale? There can be but one answer to these questions. The property and franchises of the prior companies are gone, as much as if they had surrendered their charters. The new company doubtless received by transmission from its constituent companies their property, rights, privileges and franchises including any immunity from taxation; but it receives them as an heir receives the estate of his ancestor, or as a grantee receives the estate of a grantor, by inheritance, succession or purchase. The result is not a mere union or partnership of two companies nor the merger of franchises of one in another, but the extinguishment of one and the creation of another in its place. It follows from this that when the new corporation came into existence it came precisely as if it had been organized under a charter granted at the date of the consolidation, and subject to the constitutional provisions then existing." To the same effect also is St. Louis *v.* Berry, 113 U. S., 469–475. Article 2 of the articles of consolidation is as follows: "The corporate name of the said consolidated company shall be the Yazoo & Mississippi Valley Company. Articles 3 to 8 inclusive are as follows:

"Article 4. Every holder of the stock of either of the said companies now outstanding, shall be entitled to cast *one vote* for *each* share of stock, held by him in the stockholders' meetings of the consolidated company, which vote may be cast either in person or by proxy, and shall have all the rights of a stockholder of the consolidated company, as fully as if new shares of the consolidated company had been issued and exchanged therefor; and in case the *consolidated company* shall determine to issue new shares such shares shall be exchangeable at par for the now outstanding shares of *each* of the *constituent* companies; and the remainder of the capital stock of the consolidated company shall be issued from time to time and upon such terms and conditions as may be prescribed by the board of directors of said company.

"Article 5. All and singular the rights, powers, privileges, immunities and franchises, and all the railroads, real and personal estate, easements, fixtures, equipments, choses in action, and property and assets of every kind, nature or description belonging to either of the parties hereto, shall be vested in and become the property of the said *consolidated company*, without any *further act, deed*, conveyance or assurance being required in the premises.

"Article 6. The affairs of the consolidated company shall be managed by a board of directors which shall consist of such a number of members not less than five, as the company may determine from time to time, each of whom shall be a stockholder, and one of them a resident of the State of Mississippi, one of Tennessee, and one of Louisiana. The members shall be divided

into three equal classes as nearly as practicable. Successors, for the term of three years shall be chosen for those belonging to the first class at the first annual meeting of the stockholders held after this consolidation shall have been effected; for those who belong to the second class at the next annual meeting; and for those belonging to the third class at the next succeeding annual meeting of the stockholders. Each director successively chosen shall continue in office until his successor is elected. Vacancies in the board caused otherwise than by expiration of term for which the retiring director was chosen, may be filled by a vote of a majority of the directors remaining, such appointee to continue in office until the next
694 regular election of directors by the stockholders.

The first board of directors shall be composed of the following members divided into three classes as follows:

First class. Stuyvesant Fish, Adolph Schreiber, W. C. Craig, Chas. A. Peabody, Jr.

Second class. John W. Auchinloss, Walther Luttgen, Edward H. Harriman, J. T. Harahan.

Third class. S. V. R. Cruger, R. P. Neeley, R. C. Shepherd, John C. Welling.

Article 7. The board of directors of said consolidated company shall choose one of their number president whose term of office shall be one year, or until his successor shall be chosen or qualified. They may also appoint such other officers and agents as they may deem necessary from time to time and prescribe their duties and compensation; and may provide, by the by-laws to be adopted, such rules and regulations relating to the affairs and business of said company as may be necessary or proper. The said board shall also have power to appoint an executive committee, of whom the president shall be one *ex officio*, who shall possess and exercise all the powers and duties of the board of directors, when the board is not in session. Until otherwise ordered the corporate seal of the said consolidated company shall be that of the Yazoo & Mississippi Valley Railroad Company.

Article 8. The said *consolidated company* shall be and the same is hereby authorized and empowered in such a manner and upon such conditions as are permitted by law, to issue its bonds and secure the same, as well as all bonds heretofore issued by *either* of the *constituent* companies, or that have been heretofore or may be hereafter issued by any other railroad company, by mortgage or deed of trust, upon all or any of its railroads, rights, franchises and property, real and personal, wherever the same may be situated, and whether the same may be owned by said company at the time this consolidation is effected or may be hereafter acquired; and may also exercise any and every other corporate right, or power now vested in, or which might have been heretofore lawfully exercised by *either* of said *constituent* companies."

It will be seen that said article 5 itself conveys all the property, rights and franchises, etc., belonging to either constituent to the *consolidated* company without any further act, "deed, conveyance or assurance being required in the premises," and in this regard is

substantially identical with the provisions in St. Louis *v.* Berry, 113 U. S., 475, and Keokuk *v.* Mo., 152 U. S., 308, both of which cases hold that a new corporation was created. It will be noticed also that article 6 creates a new organization and actually names a new set of directors for the consolidated company who are under article 7 to elect officers for the consolidated company. It will be noticed that article 8 authorizes the new consolidated company to "issue its bonds and secure the same as well as all bonds heretofore issued by *either* of the *constituent* companies," and further provides "that the consolidated company shall exercise any and every other corporate right or power now vested in or which might have been heretofore lawfully exercised by *either* of said *constituent* companies," clearly drawing the distinction between the *two* previous *constituent* companies and the *new consolidated* company; and it will further be specially noticed and to this we direct the closest attention; that article 4 provides "that every holder of the stock of *either* of the said companies now outstanding shall be entitled to cast *one* vote for *each* share of stock held by him, in stockholders' meetings of the consolidated company and shall have all the rights of a stockholder of the consolidated
695 company as fully as if new shares of the consolidated company had been issued and exchanged therefor." Now it is clearly admitted by both sides that the L., N. O. & T. Railroad Company was dissolved and became extinct. The L., N. O. & T. Railroad Company had 50,000 shares of stock; the Y. & M. V. had 6,000 shares of stock, and if anything is certain, it is, undoubted, that it is a metaphysical and legal impossibility that a corporation with 6,000 shares of stock could absorb one with 50,000 shares and allow *one* vote to *each* share. It is well said by counsel for the revenue agent: "The voting power of the latter is more than eight times that of the former, and it could absorb the former and seven more like it, and no legislative declaration or judicial dictum could alter this fact, for it is founded in the nature of things. The deed of consolidation provides for the contingency, and says, whatever the effect, that consolidation shall stand and be effective. What is, then, effected? If the L., N. O. & T. Railroad Company is extinguished and the voting power of each share of stock is equal and extends equally over all the property, rights, operations and franchises of the consolidated company, you may put in what name or call it what you may, but the actual result is a complete and perfect consolidation with the combined voting power of both. One cannot absorb $8\frac{1}{3}$, but one and $8\frac{1}{3}$ can make $9\frac{1}{3}$ a NEW number."

We have thus far been discussing two things: the purpose of the legislature in authorizing the consolidation, and what was actually done in pursuance of that authority, and it is perfectly clear that what the legislature authorized and what was actually created in fact in pursuance of that authorization was consolidation of such character as resulted in the creation of a new company under the name of the Y. & M. V. Railroad Company; that the Y. & M. V. Railroad Company with which we now deal is not the old Y. & M. V. Railroad Company—one of the constituent members—but is the NEW Y. & M. V.

Railroad Company, a new consolidated company taking its grant of corporate rights from date of said consolidation October 24, 1892, some two years after the constitution of 1890 went into effect. This leaves for solution on this branch of the case a single inquiry: Did section 180 of the constitution of 1890 cut off the exemption claimed by the L., N. O. & T. Railroad Company, conceding now, for the purpose of argument, that it ever had any such exemption? That section is in the words following:

"SECTION 180. All existing charters or grants of corporate franchise under which organizations have not in good faith taken place at the adoption of this constitution shall be subject to the provisions of this article; and all such charters under which organizations shall not take place in good faith and business be commenced within one year from the adoption of this constitution, shall thereafter have no validity; and every charter or grant of corporate franchise hereafter made shall have no validity, unless an organization shall take place thereunder and business be commenced within two years from the date of such charter or grant."

It is too clear for argument that the "power to consolidate is the grant of a corporate franchise." 2nd Morawetz Priv. Cor., sec. 954, p. 903; Ashley *v.* Ryan, 153 U. S., 436–463. It is not a right, but a mere license, as heretofore shown. It takes effect not as of the date of the charter but as of the date of the deed of consolidation. Keokuk *v.* Mo., 152 U. S., 308. A corporation can have no status or existence until organized. 1 Morawetz Priv. Corp., 288. Unless, therefore, the present Y. & M. V. R. R. Co. had been organized at the date of the adoption of the constitution, it is settled that
696 it could not possibly have been legally entitled to an exemption at that time. Planters' Fair, etc., *v.* State, 161 U. S., 192. A corporate franchise is the right to exist as a corporation. It is the franchise invested in the individual stockholders before a corporation is authorized authorizing them to form such corporation by organization. This is the precise corporate franchise meant by sec. 180 of the constitution. There is an exact analogy between this corporate franchise authorizing individuals to organize themselves into a corporation, and the franchise authorizing constituent corporations and artificial persons to organize themselves into a consolidated company, and in the one case as in the other, the result of the organization must be a new company. There are various other franchises which may belong to corporations, such as the right to be and operate a railroad after the corporation is organized, receive tolls, etc., but this belongs to the corporation as an artificial person. It is clear, therefore, that the corporate franchise referred to in sec. 180 is the right to exist as a corporation. It is thoroughly settled by the United States Supreme Court that the effect of sec. 180 of the constitution of 1890 was to cut off any exemption claimed, if it ever existed. St. Louis *v.* Berry, 113 U. S., 475; Keokuk *v.* Mo., 152 U. S., 308.

Learned counsel for the railroad companies insist that under sec. 181 of the constitution and sec. 279 in the schedule of the constitu-

tion this exemption was continued. These sections are in these words:

"SEC. 181. The property of all private corporations for pecuniary gain shall be taxed in the same way and to the same extent as the property of individuals, but the legislature may provide for the taxation of banks and banking capital by taxing the shares according to the value thereof (augmented by the accumulations, surplus, and unpaid dividends), exclusive of real estate, which shall be taxed as other real estate. Exemptions from taxation to which corporations are legally entitled at the adoption of this constitution shall remain in full force and effect for the time of such exemptions as expressed in their respective charters or by general laws, unless sooner repealed by the legislature."

Section 279 is as follows:

"SECTION 279. All writs, actions, causes of actions, proceedings, prosecutions, and rights of individuals and bodies corporate, and of the State, and charters of incorporation shall continue; and all indictments which shall have been found or which shall hereafter be found, and all prosecutions begun or that may be begun for any crime or offense committed before the adoption of this constitution, may be proceeded with and upon as if no change had taken place."

This is a wholly mistaken view of these provisions of the constitution. Sec. 181 preserves only such exemptions as corporations fully organized prior to the constitution were LEGALLY entitled to at the adoption of the constitution. Its meaning plainly was that if corporations organized and existing at the date of the adoption of the constitution should retain the precise corporate existence they *then* had, such exemptions as they *legally* had should continue whilst their corporate organizations remained as they were. It has nothing to do with the preservation of exemption to any corporation existing at the date of the adoption of the constitution which ceased to retain its said precise corporate existence, and became consolidated with another corporation, thereby ceasing to exist. Section 279 meant the same thing, to wit, that charters of incorporation belonging to corporations at the date of the adoption of the constitution were not in any way to be infringed by the constitution so long as such corporations retained their precise previous cor-
697 porate organization. This, and this only, is the whole scope of the two sections. Their plain meaning is in harmony with the whole spirit of the chapter on corporations in the constitution, and cannot be frittered or pared away by ingenuity or refinement.

It was well said by Mr. Justice Brown in Keokuk *v.* Mo., 152 U. S., at p. 312, "But the decisive answer to this objection is that the legislature had no power, in 1869, to extend to a new corporation created by the consolidation an exemption contained in an act passed in 1857, before the constitution was adopted, and hence, under the terms of this act, we cannot hold that immunity from taxation passed as a franchise or privilege to the consolidated corporation. The construction claimed by the defendant would be directly in the teeth of the constitutional provision that no property

shall be exempted from taxation. While, as heretofore observed, an exemption from taxation contained in a charter previously granted could not be taken away by this constitutional provision without the impairment of the obligation of a contract, it doubtless applies to all corporations thereafter formed either by original charter or by the consolidation of prior corporations under the act of 1869."

It is further clear that if the different charters relied upon had expressly provided by the use of the word "immunity" or by direct declaration to that effect, that the alleged exemption of the L., N.O. & T. should pass into the consolidated company, section 180 of the constitution of 1890 still cut off the exemption, since the constitution is the paramount law of the land, the consolidation having taken place some two years after its adoption. It is so expressly held in the L. & N. Railroad Company *v.* Ky., 161 U. S., 695, and Pearsall *v.* G. N. Railroad Company, 161 U. S., 167. And, in this view, it of course becomes immaterial whether the position of learned counsel for the railroad that the exemption passes by *general law* into the consolidated company without *express declaration* is correct or incorrect, though we understand the Supreme Court of the United States to have distinctly held that the sovereign right of taxation does not so pass unless there be either express declaration to that effect or the use in statutes authorizing the consolidation of the word "immunity." And that court has distinctly held as "the later and best-considered view, sustained by the weight of authority," that the use of the word franchise or privilege or any other word than the word immunity is not sufficient to embrace an exemption from taxation.

Phœnix Ins. Co. *v.* The State, 161 U. S., 176.
Keokuk *v.* Mo., 152 U. S., 304.
Covington *v.* Sanford, 164 U. S., 586.
Norfolk *v.* Pendleton, 156 U. S., 172.
Pickard *v.* Railroad, 130 U. S., 640.
Railroad Co. *v.* Palmes, 192 U. S., 451.
Home Ins. Co. *v.* The State, 161 U. S., 198.

On this very point Mr. Justice Peckham in Phœnix Ins. Co. *v.* Tennessee, 161 U. S., p. 178, says: "The inference is sought to be drawn in favor of exemption if the legislature did not *affirmatively* grant the right to tax. We cannot assent to any such view and we could come to no such conclusion from an examination of the general statutes cited by counsel. It is a complete *overturning* of the *universal rule* in *regard to taxation*. The power and the right to tax are always presumed, and the exemption is to be clearly granted. Mere silence is the same as a denial of exemption." Nothing certainly can be clearer than this. Indeed the opinion of Mr. Justice Peckham in this case is so clear and forcible that we quote from it to adopt the following passages on this particular proposition:

"In Wilson *v.* Gaines, 9 Bax., 546, it was held by the supreme court of Tennessee that as the State in its constitution (article
698 11, sec. 7, constitution 1834) used in the same connection all the words "rights," "privileges," "immunities" and "exemptions," each of these words was to be given, in interpretation, a

meaning so limited as not to include anything expressed by the others and that when any one of them is found in a statute the legislature must be conclusively presumed to have used it in its restricted sense. This decision of the Tennessee court tends very strongly to the idea that the words "immunity" or "exemption" would have been required to secure the exemption to a company in a case like this. It is true that this view was not assented to by this court as being the correct one in Tennessee *v.* Whitworth, 117 U. S., 139, 146, and it is simply cited for the purpose of showing what the Tennessee court did decide in regard to the meaning of its own constitution in reference to this subject.

That the legislature was, about the time, freely incorporating various companies and granting them exemption from taxation with considerable liberality, is not a sufficient reason to induce this court to depart from the universal and well-established rule making a claim for exemption a matter to be *proved beyond all doubt.* The circumstance which we regard as very significant and which has already been alluded to, consists in the omission of the word "immunities" in the grant to plaintiff in error. That omission we attach great weight to, and the least that can be said of it is that it involves the question in doubt.

It cannot be denied that the decisions of this court are somewhat involved in relation to this question of exemption. It is difficult in some cases to distinguish the language used in each so far that the different results arrived at by the court can be seen to be founded upon a real difference in the real meaning of such language. The question has sometimes arisen upon the consolidation of different companies, and sometimes upon a sale under a mortgage foreclosure. Among the former is the case of Keokuk & Western Railroad *v.* Mo., 152 U. S., 301, where under the laws of Missouri (sec. 4 of the act of March 2, 1869) there was a provision that the consolidated company should be "subject to all the liabilities and bound by all the obligations of the companies within this State" and "be entitled to the same franchises and privileges under the laws of this State, as if the consolidation had not taken place." The question was said to admit of doubt, whether under the name "franchises and privileges" an immunity from taxation passed to the new company. Various cases are cited in the opinion which was delivered by Mr. Justice Brown showing the grounds taken by this court in such cases. In Chesapeake & Ohio Railway *v.* Miller, 14 U. S., 176 (a foreclosure case), it decided that an immunity from taxation enjoyed by one railroad company did not pass to the purchaser under the foreclosure of a mortgage, although the act provided that the purchaser should forthwith become a corporation, "and should succeed to all such franchises, rights and privileges as would have been had by the original company but for such sale and conveyance." The case followed that of Morgan *v.* La., 93 U. S., 217 (also a foreclosure case), where it was held that the words "franchises, rights and privileges" did not necessarily include a grant of exemption or immunity from taxation. See also, to same effect, Memphis & Little Rock R. R. *v.* Railroad Commissioners, 112 U. S., 609. The case of Pickard *v.*

Tennessee, etc., Railroad, 130 U. S., 637, 642, may also be referred to, upon the point that exemption, although it might be granted must be considered as a personal privilege not extending beyond the immediate grantee unless otherwise so declared in express terms; and it was therein declared that such immunity would not pass merely by a conveyance of the prop-
699 erty and franchises of a railroad company, although such company might itself hold property exempt from taxation. In that case Mr. Justice Field, speaking for the court, said: "It is true there are some cases where the terms 'privileges' has been held to include immunity from taxation, but that has generally been where other provisions of the act have given such meaning to it. The later, and we think the better opinion, is that unless other provisions remove all doubt of the intention of the legislature to include an immunity in the term franchise, it will not be so construed. It can have its full force by confining it to other grants to the corporation." This language is referred to by Mr. Chief Justice Fuller in the case of Wilmington & Weldon R. R. *v.* Alsbrook, 146 U. S., 279, where, at page 297, he says: "We do not deny that an exemption from taxation may be construed as included in the word 'privileges,' if there are other provisions removing all doubt of the intention of the legislature in that respect," citing the Pickard case.

Looking at the other side, we find the case of Humphrey *v.* Pegues, 16 Wall., 244, where there was a grant to a railroad company of "all the rights, powers and privileges" granted by the charter of another company which exempted the property of such other company from taxation, and it was held that the property of the first company was thereby also exempted. Mr. Justice Hunt, in delivering the opinion of the court, said that: "A more important or more comprehensive privilege than a perpetual immunity from taxation can scarcely be imagined. It contains the essential idea of a peculiar benefit or advantage or special exemption from a burden falling upon others." Again, in Tennessee *v.* Whitworth, 117 U. S., 139, it was held that a right to have shares in its capital stock exempt from taxation within the State was conferred upon a railroad corporation by a State statute granting to it "all the rights, powers and privileges," or granting it "all the powers and privileges" conferred upon another corporation named if the latter corporation possessed by law such right of exemption. The question in that case arose as to the meaning of certain statutes passed by the legislature of Tennessee resulting in the consolidation of certain railroads therein mentioned. In the course of his opinion Mr. Chief Justice Waite cites the case of Philadelphia, Wilmington & Baltimore Railroad *v.* Maryland, 10 How., 376, 393, where Mr. Chief Justice Taney, speaking of a statute which authorized the union company to have "the property, rights and privileges which that law or other laws conferred on them" (the separate companies or either of them), said that such language extended to the union company the exemption from taxation contained in the charter of one of the united companies. Mr. Chief Justice Waite, continuing

in his opinion, said: "As has already been seen the word 'privilege' in its ordinary meaning when used in this connection includes an exemption from taxation." The decision of this last case should be *confined* to the *peculiar language* used in the various statutes therein cited, wherein, aside from the word "privilege," it may be argued that, considering all the language used in those statutes, the intention of the legislature to exempt the company named from taxation may fairly well be made out.

The later cases of Pickard *v.* Tennessee, etc., Railroad Co., 130 U. S., 637, and Wilmington, etc., Railroad *v.* Alsbrook, 146 U. S., *supra*, show that there must be other language than the mere word "privilege" or other provisions in the statute removing all doubt as to the intention of the legislature before the exemption will be admitted. The case of Mobile & Ohio Railroad *v.* Tennessee,
700 153 U. S., 486, adds nothing to the discussion on either side.

The particular point was not in that case, but it seems to be cited by counsel for plaintiffs in error for the purpose of showing what was the general condition of the State at the time of the adoption of the constitution in 1834, and what was the policy of the State in regard to internal improvements which the constitution declared ought to be encouraged. The incorporation of an insurance company would hardly come within the most liberal meaning of the term "internal improvements." If this were an original question, we should have no hesitation in holding that the plaintiff in error did not acquire the exemption from taxation claimed by it, and we think at the *present time the weight of authority* as well as the *better opinion*, is in favor of the same conclusion which we should otherwise reach."

It is impossible for us to add to the elegance, clearness or force of this reasoning. It will be noted too that the court says that the case of Tennessee *v.* Whitworth, 117 U. S. 139, "must be confined to the language used in the various statutes therein cited, wherein, aside from the word privilege, it might be argued that considering all the language used in those statutes the intention of the legislature to exempt the company named from taxation may fairly well be made out." Tennessee *v.* Whitworth seems fairly to be shaken as authority by the later decisions of the Supreme Court of the United States, and whether it is sound or unsound cuts no figure in this case, since in that case no new constitution intervened. The material fact, that in this case a new constitution does intervene, constitutes the decisive difference between this case and Tennessee *v.* Whitworth, and makes this case fall within the principle of Keokuk *v.* Mo., and St. Louis *v.* Berry, *supra*. See also Morgan *v.* La., 93 U. S., 223; M. & O. Railway Company *v.* Miller, 114 U. S., 186. We therefore reach the conclusion that the consolidation of the L., N. O. & T. with the Y. & M. V. Railway Co. resulted in the creation of a new corporation, the present Y. & M. V. R. R. Co., and *that* consolidation having been effected October 24, 1892, some two years after the constitution of 1890 went into effect, section 180 of that constitution effectually cut off the exemption claimed. We entertain no doubt whatever of the entire correctness of *of* this view, but

if the doubt existed the same result must follow in accordance with the well-settled principle that all doubt must be resolved in favor of the taxing power. This principle has never been more emphatically declared than in Yazoo & Mississippi Valley Railroad *v.* Thomas, 132 U. S., 174, in the following clear-cut language: "Exemptions from taxation are regarded as in derogation of the sovereign authority and of common right, and therefore not to be extended beyond the exact and express requirement of the language used, construed *strictissimi juris*." It necessarily follows from these views that on this ground alone, standing by itself, apart from all other considerations in this case we must, and do hold the railroad company not entitled to the exemption claimed except in the particular hereinafter to be mentioned, and this independent ground of decision disposes of the case regardless of all other grounds. It will be observed that we have in reaching this conclusion treated consolidation not, as in itself, meaning necessarily that a new corporation must be created, but have allowed it the latitude of definition sometimes given it, very loosely and improperly, as we think, according to which consolidation may mean merger, the absorption of one corporation by another. Taking the word even in that sense as we have done thus far throughout this discussion, we have nevertheless found that the purpose of the legislature was such con-
701 solidation as meant not merger but the creation of a new corporation and that the articles of consolidation together with the action of the stockholders and directors of the two companies show that what was actually effected was the creation of a new corporation. It is not necessary therefore to say that the term consolidated, *ex vi termini*, imports a creation of a new corporation, though in our judgment such is its true meaning as shown by the best considered cases. The loose phrase—"consolidation by merger"—is too vague and confusing to signify anything clearly; one might as well say merger by consolidation and that equivalency of phrase would give us the equation consolidation = merger, which manifestly is nonsense. The term consolidation where such phrase as consolidation by merger occurs, has as it seems to us, been carelessly confounded with the term amalgamation as used in England. Amalgamation in the English sense probably means about what merger does with us, but it is not consolidation in any proper sense of the term; it is in the interest of clearness of definition that consolidation should be limited to signify such union of two or more corporations as necessarily results in the creation of a third new corporation, and as we understand the decisions, this is what is known as the American doctrine and the better view. Thus in Green's Brice's *Ultra Vires*, p. 538, Mr. Green says, summing up in a most learned note: The term "amalgamation" is seldom applied to corporations in this country. That which takes its place as much as any is "consolidation." But, though it is difficult accurately to define amalgamation as commonly used in English law, it certainly has a wider meaning than consolidation has with us. Consolidation would, *e. g.*, be inapplicable to a union of two or more companies, in such way that one of the original corporations only was continued in existence,

while the other were merged or absorbed in it. The absorption of one corporation by another would, according to some of the decisions, be an amalgamation in England; but it *would not be a consolidation here.* In McMahan *v.* Morrison, 16 Ind., 172, a case frequently cited with approval in the later decisions, it was said, that the effect of the consolidation "was a dissolution of the three corporations named, and at the same instant, the creation of a new corporation, with property, liabilities and stockholders derived from those then passing out of existence." Similarly, in Lanman *v.* Lebanon, etc., Railroad Company, 30 Pa. St., 42, consolidation is said to amount to "a surrender of the old charters by the companies, the acceptance thereof by the legislature, and the formation of a new corporation out of such portions of the old as enter into the new." Where by the terms of the statute and deed, the first corporation was extinguished, the second only continued in existence, this was held not to be "an amalgamation or consolidation of the two corporations into one." Powell *v.* Northern Missouri R. R. Co., 42 Mo., 63. In the American view, therefore, it would seem that the *dissolution of all* the old corporations and the creation of *one new one* are *essential* to *consolidation.*"

Mr. Chief Justice Fuller in Railroad Company *v.* Alsbrook, 146 U. S., 279, clearly has this view of consolidation. He says: "And although the transaction is called by the legislature, in the act of 1875, a consolidation, it amounted rather to a merger or an amalgamation, and need not be held to have resulted in a new corporation." Clearly distinguishing between consolidation on the one hand and merger or amalgamation on the other hand as two things in their essential nature wholly different from each other, as undoubtedly they are. So the supreme court of Arkansas distinctly hold in St. Louis *v.* Berry, 41 Ark., at p. 518, afterwards affirmed by the 702 U. S. Supreme Court, saying: "And in the absence of a contrary intention clearly expressed in the law authorizing it the legal effect of a consolidation is to extinguish the constituent companies and to create a new corporation with property, liabilities and stockholders derived from those then passing out of existence," citing:

McMahan *v.* Morrison, 16 Ind., 172.
Lawman *v.* Lebanon R. R. Co., 30 Pa. St., 42.
Clearwater *v.* Merridith, 1 Wall., 25.
Shields *v.* State, 26 *id.*, 86.
Same case on error, 95 U. S., 319.
Central R. R. Co. *v.* Ga., 92 *id.*, 665.
R. R. Co. *v.* Maine, 96 *id.*, 499.
Railroad Co. *v.* Ga., 98 *id.*, 359.

Mr. Justice Strong says in Central R. R. Co. *v.* Ga., 98 U. S., 360, that this view of consolidation accords with sound reason. And to the same effect is The Arkansas Milling *v.* Berry, 44 Ark., 22; Atlanta, etc., *v.* Ga., 637, 486. As before remarked, however, it is not necessary for us to hold that the true definition of the word consolidation is such union of two or more corporations as necessarily re-

sults in the creation of a new corporation; we merely remark upon what we think the true definition of the word should be held to be, in the interest of clearness and definiteness in legal phraseology, adding the authorities which restrict its signification as indicated above. But it is most earnestly insisted by learned counsel for the railroad company that the case of Railroad Company *v.* Lambert, 70 Miss., 781, is *res adjudicata* of this entire controversy. Except in the single particular to be hereinafter mentioned, this position is wholly untenable. The rule laid down by Mr. Justice Field of the United States Supreme Court in Cromwell *v.* Sac County, reaffirmed in Keokuk *v.* Mo., *supra*, and in New Orleans *v.* Citizens' Bank, 167 U. S., 397, and in So. P. R. R. Co. *v.* U. S., 168 U. S., at p. 48, is this, "That where the parties are the same and the subject-matter and cause of action are the same, the estoppel extends not only to what was decided, but to all that might have been decided in that case; but where the parties are substantially the same but the cause of action different it only extends to what was necessarily involved and was actually decided in the first suit;" which is the doctrine laid down in the Duchess of Kington's case. The parties in the Lambert case were the Natchez, Jackson & Columbus Railroad Company and the sheriff of Adams county, and the subject-matter or cause of action was the tax, State and county, on the part of the Natchez, Jackson & Columbus railroad within Adams county; the exemption asserted was under the charter of the Natchez, Jackson & Columbus Railroad Company. In this case the parties are the Illinois Central Railroad Company and the Yazoo & Mississippi Valley Railroad Company on the one hand and the State revenue agent on the other, and the subject-matter is State and county taxes of an entirely different railroad, the L., N. O. & T. railroad, and an exemption is claimed under the charter of the L., N. O. & T. Railroad Company, an entirely different charter. It is perfectly manifest therefore that neither the parties nor the subject-matter are the same, except in the particular to be hereafter mentioned. The thing adjudged in the Lambert case was that State and county taxes were not due on that part of the Natchez, Jackson & Columbus Railroad Company lying within Adams county. It is true the principle of the decision would extend to the exemption of the whole property of the Natchez, Jackson & Columbus R. R. Co., but that was not the thing adjudged, and that feature of the decision is persuasive under the doctrine of *stare decisis*, and not binding as an estoppel, under the doctrine of *res adjudicata*. It is also true that to claim the benefit of *res adjudicata* as estoppel, in the strict and technical sense, it must be
703 pleaded or offered in evidence. It is further to be remarked that it is not the reason which a court gives for its decision which constitutes estoppel, but the thing it adjudges; this is well settled in Buckner *v.* Calote, 28 Miss., 432. The property adjudged by a court to a litigant is his thenceforward under the doctrine of *res adjudicata* as a rule of property as against the parties in that same litigation; but the reasons which the court may give for the decision are thereafter simply persuasive under the doctrine of *stare decisis* and not in themselves to be invoked as the estoppel. It is a

mere confusion of thought to blend these two wholly different principles, underlying these legal doctrines, and thus practically treating them as the same. Nor are the taxes of any one year, the same cause of action as the taxes of any other year, in the only proper technical signification to be given to the term *res adjudicata*. It is so held by the United States Supreme Court in Keokuk *v.* Mo., *supra*, and in Phœnix Ins. Co. *v.* Tennessee, 161 U. S., at p. 186. A decision for the taxes of any one year may be invoked under the doctrine of *stare decisis*, where the taxes of any other year are involved under the same claim. But certainly never, on any clear thinking or correct reasoning, under the doctrine of *res adjudicata*.

On this very subject the supreme court of Iowa said, in The City of Davenport *v.* The C., R. T. & P. R. R. Co., 38 Iowa, p. 639–640: "Each year's taxes constitute a distinct and separate cause of action, and the determination of the matters, involved in the injunction, reached no further than the taxes for the years then in question. The cases are unlike those where two causes of action, (as two promissory notes) forming the subject-matter of successive actions between the same parties both growing out of the same transaction, in which a defense set up in the first suit and held good will conclude the parties in the second.

But the taxes of separate years do not in any just sense grow out of the same transaction. They are like distinct claims on two different promissory notes, made from two distinct and separate though similar transactions between the same parties. A judgment on one of such notes, it is quite clear, would not be of any force as an estoppel in an action on the other note between the same parties. In support of these views see the following cases;" citing twelve cases, Mr. Justice White says in New Orleans *v.* Bank, 167 U. S., p. —, that this was practically overruled in Goodenow *v.* Litchfield, 59 Iowa. But Seevers, chief justice in that case says, at p. 236, that the cases are not in conflict. And Rothbroch, judge, in delivering the opinion of the court in the Goodenow case says at p. 234: "That (the case in 38 Iowa) was a direct proceeding by the *taxing power to collect its revenue*, and it may well be questioned whether *any decree* could operate *upon future assessments and levies*"—the very principle announced in Keokuk *v.* Missouri, 152 U. S.

It will, however, be distinctly observed, and we direct emphatic attention to this statement, that whether the decision for taxes of one year is *res adjudicata* as to taxes for another year preferred under the same claims as held in New Orleans *v.* Citizens' Bank, 167, 397, is wholly immaterial here, since the parties to this litigation are not the same with the parties to the litigation in the Lambert case, except perhaps as hereafter indicated. There is therefore no *res adjudicata* arising out of the Lambert case, except as will be indicated; and that exception is this: Perhaps the State revenue agent as to the taxes, State and county, on the property of the Natchez, Jackson & Columbus Railroad Co. in Adams county, for the year 1892, may be regarded properly and substantially as the same party
704 with the sheriff of Adams county, and the Natchez, Jackson & Columbus Railroad Co., as to the same taxes on the same

part of its property may properly be regarded as substantially the same party with the Yazoo & Miss. Valley Railroad Co., into which the property of the Natchez, Jackson & Columbus Railroad Co. has been integrated. Substantially, in this small particular, as to the State and county taxes for the year 1892 on that part of the property of the Natchez, Jackson & Columbus Railroad Co. lying in Adams county, the parties may be said to be the same and the cause of action the same; and we hold accordingly that as to that the railroad company is entitled to claim the exemption under the Lambert case as *res adjudicata*. Except as to this alone there is clearly, as we think, no right to invoke the Lambert case as *res adjudicata* for the reason that the parties are not the same without reference to other considerations. And let it be further specially noted that the Lambert case went off on demurrer and the evidence in this case was not before the court. It is well said by the Supreme Court of the United States in Keokuk *v.* Mo., 152 U. S., 313, in an opinion of unusual clearness and power that "It is not to be tolerated that the State should be forever debarred of its taxes by an erroneous decision," p. 316. But it is said if the Lambert case is not *res adjudicata* it should control this case under the doctrine of *stare decisis*. There is one view of the Lambert case which authorizes the appeal to the doctrine of *stare decisis*: it did distinctly decide that what occurred between these companies was merger and not consolidation, and that no new corporation was created thereby, applying the principles of The Railroad Company *v.* Maine, 96 U. S., 499, to the facts of this case which are, in our judgment, wholly different from the facts in the Maine case. It did not decide of course—holding that the case was one of merger—whether section 180 of the constitution of 1890 would have cut off the exemption had there been a consolidation creating a new corporation. Holding, that it was a case of mere merger, the court very naturally held that section 181 of the constitution of 1890 had no effect on the exemption claimed, *in that view*. The court most emphatically did *not* decide that, had there been a consolidation resulting in the creation of a new corporation after the constitution of 1890 went into effect, such new corporation could claim that an exemption belonging to one of its constituents prior to that constitution, as the property of the absorbed company alone, was continued by virtue of section 181. There is no process of interpretation by which the decision in the Lambert case can be so distorted as to mean any such thing. The court proceeded throughout upon the proposition that it being a mere case of merger, the Yazoo & Miss. Valley Railroad Co. absorbing the L., N. O. & T. railroad, section 181 had no effect upon the exemption, and that such exemption passed to the Y. & M. V. Co. so far as the property of the Natchez, Jackson & Columbus Railroad Co. was concerned. If it had *been* a mere case of merger, as held by the court, we think it clear, as hereinbefore pointed out, that *that* exemption did not pass, and that the court was in error in so holding, because of the well-settled proposition hereinbefore stated and supported by the authorities that under the *general law* alone, without reference to the constitution, an exemption will not pass in a case of merger to the absorbing

company which attached to the property of the company merged alone, unless the legislation authorizing in such case merger either *expressly* declared that the exemption shall pass, or used the word "immunity," or an equivalent word; it was correct in fact to say
705 that the exemption of the property of the Natchez, Jackson & Columbus Railroad Co. passed to the L., N. O. & T. Co. by virtue of the word "immunities" used in the act of 1890, authorizing a sale or consolidation of the Natchez, Jackson & Columbus Railroad Company with the L., N. O. & T. railroad (Laws of 1890, p. 675) provided always that exemption was *legal* in its origin, the validity of which exemption was not contested but conceded in the Lambert case, but which was clearly invalid as we shall show later in this opinion. The power of the word "immunities" in said act to pass such exemption to the L., N. O. & T. railroad under said act of 1890 was exhausted by that consolidation, and had no virtue to carry that exemption into the new company, the present Y. & M. V. Railroad Company, resulting from the consolidation, even had section 180 of the constitution of 1890 not been adopted. We have most carefully considered the Lambert case, giving all due weight to the doctrine of *stare decisis*, and as to the two propositions that what occurred here was merger and not consolidation creating a new corporation, and that the exemption consequently of the Natchez, Jackson & Columbus railroad properly passed to the Y. & M. V. Railroad Company, even in the view of merger under the *legislation alone*, we hereby expressly overrule the Lambert case. Exemptions, where proper, should be expressly granted—not stealthily referenced in.

Second. We turn now to a second ground of decision, wholly independent of, and disconnected from, all that we have said in the first ground, from which we think the same result must follow. The exemption asserted here is that contained in the 21st section of the Mobile & Northwestern Railroad Company's charter, which is as follows:

"SEC. 21. Be it further enacted, That in consideration of the construction of the railroads provided for herein, and of the great benefit which the State will receive in the development of its agricultural resources by means of said railroads as works of internal improvement, and also of the increased value which will thereby be added to the property of the State, thus enabling the State to greatly increase its revenue without additional and burdensome taxation upon the people, the State hereby agrees with said company (*and which agreement is irrepealable*), that all taxes to which said company shall be subject for the period of thirty years are hereby appropriated and set apart, and shall be applied to the payment and debts and liabilities which the said company may have incurred in the construction of said road, or for money borrowed by said company upon lands or otherwise, to be used in constructing the same; and it shall be the duty of the tax collector in every county, in each and every year, to give to said company a receipt in full for the amount of said taxes upon receiving from said company an affidavit, made by the president or cashier of said company,

that the amount of said taxes *have* actually and in good faith been paid and applied by said company during the year in payment of the debts incurred, or money borrowed as aforesaid, and which receipt so given shall be in full of all taxes, county, State and municipal, to which said company shall be subject; provided, however, that whenever the profits of said company shall enable it to declare and pay to the stockholders an annual dividend of eight per cent. upon its capital stock over and above the payment of its debts and liabilities, then the appropriation of the taxes aforesaid shall cease, and said taxes shall be paid by said company to the tax collector, to be by him paid over as required by law."

That act was passed in 1870, after the constitution of 1869,
706 sec. 13, art. 12, and sec. 20, art. 12, had been adopted, and it is expressly decided in Lambert's case, 70 Miss., p. 786 and 789, that this was "a thin disguise to evade constitutional restraint apprehended to be contained in said section 13, article 12, of said constitution," and the Lambert case further declares—what is manifest—that the pretended exemption was irrepealable on the face of said section. Unquestionably said 21st section did provide for an *irrepealable exemption on its face*, and we hold it, *therefore*, to have been in violation of section 13, article 12, and section 20, article 12, of the constitution of 1869.

The case of Mississippi Mills *v.* Cook, 56 Miss., p. 40, expressly held that the legislature had no power to grant an irrepealable exemption and under that decision the exemption claimed under this section is manifestly unconstitutional. Section 13, article 12 of the constitution of 1869, is in these words: "The property of all corporations for pecuniary profit shall be subject to taxation the same as that of individuals." Section 20 is in these words: "Taxation shall be equal and uniform throughout the State; all property shall be taxed in proportion to its value to be ascertained as directed by law." Mississippi Mills *v.* Cook decided that the property of private corporations for pecuniary profit was and should remain subject to taxation; it expressly held that while an exemption might be granted, yet it might at any time be repealed by the legislature, and further that no exemption could be granted to any private corporation for pecuniary profit by a special act extending a special exemption to that special corporation alone; but that in order to make any such exemption valid it must be extended to all corporations for pecuniary profit of the same class and in the same situation. And the precise exemption asserted in that case was asserted distinctly under the acts of April, 1872, and 17th of April 1873 amendatory thereof set out at pages 42–43 of 56 Miss. The Mississippi Mills did not claim that it had a valid exemption by virtue of a special act granting such special exemption to the Mississippi Mills alone, but that it had such exemption in common with all other factories similarly situated by virtue of said general law. The exemption set up here under the 21st section of the Mobile and Northwestern charter is wholly different. The claim here is that this particular railroad is entitled to this special exemption which it is conceded is not now, and never was, extended to all

other railroads similarly situated in this State. And further this exemption is irrepealable on its face, and the Mississippi Mills case decided no irrepealable exemption was constitutional; it is certainly obvious from these considerations alone that The Mississippi Mills *v.* Cook is no authority to sustain the exemption set up here. It is further clear that the constitutionality, under the constitution of 1869, of a legislative grant of exemption to private corporations for pecuniary profit if it embraced all of the same class—the property of individuals being at the same time taxed—was not argued, considered or decided in Mississippi Mills *v.* Cook, but was conceded by the attorney general and the judges who wrote the majority opinions. One of the vices of the decision in Mississippi Mills *v.* Cook is that it did not hold that all the property of private corporations for pecuniary profit was required to be taxed by the terms of the constitution, sections 13 and 20, article 12, just as, and when, the property of individuals was. Instead of doing this the court decided that all such property was free from taxation unless the legislature expressly subjected it to taxation, even though the property of private individuals was taxed, inverting the rule of the constitution. It was certainly an idle performance to declare, as the court did declare, that the whole effect
707 of the constitutional provision was to render the property of private corporations for pecuniary profit liable to taxation; that everybody knew, and to so limit the constitutional declaration was to emasculate it. More than 35 years had intervened between the previous constitution of the State and the constitution of 1869; when that previous constitution was adopted—in 1832—the State was young, and had had little experience with the grasping demands of corporations for grants of exclusive privileges; but the experience of more than 35 years had taught it wisdom in this regard, wisdom learned long prior by other Commonwealths like California and Iowa, from the constitution of which latter State the provisions of the constitution of 1869 in question were doubtless borrowed; and so section 13 of article 12 was put in the organic law of the land, beyond the reach of legislative control, for the express purpose of formulating a fundamentally great line of public policy prohibiting any difference in the exercise of the taxing power between the property of individuals and the property of private corporations for pecuniary profit. The court in Mississippi Mills *v.* Cook, at pp. 51–52, looked too narrowly at the mere word "subject," it should have taken broadly the whole section into view and deduced from all its terms the meaning of the provision. Judge Campbell in Beck *v.* Allen, 58 Miss., 177, most wisely said: "Subtlety and refinement and astuteness are not admissible to explain away the expression of the sovereign will. The framers of the constitution and the people who adopted it must be understood to have intended the words employed in that sense most likely to arise from them, *on first reading them.*" This is the doctrine announced by Cooley & Story and our construction of the meaning of section 13, to wit, that it required the property of private corporations for pecuniary profit to be taxed just as when—"the same as"—the

property of individuals, so that one would not be exempt and the other taxed, is the identical construction placed upon the same words by the Supreme Court of the United States, of Alabama, Arkansas, California, Florida and Iowa. We prefer now to distinctly align ourselves with the Supreme Court of the United States on this important question, and overrule Mississippi Mills *v.* Cook in so far as it held that the property of private corporations for pecuniary profit was not, by the constitution of 1869, sections 13 and 20, of article 12, expressly directed to be taxed just as the property of individuals. The decisions of the United States Supreme Court to which we refer are as follows: Louisville *v.* Palmes, 109 U. S., 248; St. Louis *v.* Berry, 113 U. S., 475; Schurz *v.* Cook, 148 U. S., 408; Keokuk *v.* Mo., 152 U. S., 303 and 310-312.

The decisions of the State supreme courts to which we have referred are as follows: 38 Iowa, 635; 34 Cal., 432; 25 Ark., 289; 19 Fla., 231, which collates the constitutions of Wisconsin, Missouri, Illinois, Kansas, Mississippi, Alabama, Arkansas and Louisiana. In 53 Ala., 570, Mobile *v.* Stonewall, Judge Brickell in a most masterly opinion says: "The constitutional provision supposed to have been offended by the enactments under which the appellee claims immunity from the taxation the appellant seeks to recover, has a history which must be consulted, in determining its just interpretation. Its purpose was not an adaptation only of the organic law to the changed political condition of the people, and to conform it to the new relations springing from the amendments of the Federal Constitution, and the conditions imposed by congressional enactment. It was intended also to cure defects time had developed in former constitutions—to narrow and restrain legislative power in the instances experience had
708 shown it most liable to abuse. Under former constitutions the taxing power was not defined, qualified or restrained by any other provision than the simple declaration: 'All lands liable to taxation in this State shall be taxed in proportion to their value.' There cannot be a just interpretation—an interpretation which will consummate the intent of the people in the adoption of these and other constitutional provisions—which is not deduced, not only from their *language*, but from their *history*—from the causes to which they owe *origin*—the *mischief* they were intended to *remedy*. In respect to the Constitution of the United States, it is said 'the safest rule of interpretation is to look to the nature and objects of the particular powers, duties and rights, with all the lights and aid of cotemporary history, and to give to the words of each just such operation and force, consistent with their legitimate meaning, as may fairly secure and attain the ends proposed.' In the creation of the greater part, if not all, of the private moneyed or commercial corporations which were created prior to 1861, a commutation of taxation was a prominent feature of the charter. Entire or partial exemption from taxation temporarily has been frequently granted corporations formed to pursue branches of industry, the encouragement of which it was believed a wise public policy required. All exemptions from taxation necessarily increase the burdens imposed on the

property not exempt, and are directly injurious to the tax-payer. The incidental benefits which it is supposed may result to him, in common with the community at large are speculative, and not often a compensation for the immediate injury sustained. Invidious exemptions or discriminations, by which the property of an individual, or of a corporation, is relieved from bearing a just proportion of the common burden taxation is intended to discharge, are violative of the equality of right of the citizen, which is a fundamental principle of our institutions. To prevent any exemption or discrimination in favor of corporations, to subject their property to the same rate of taxation to which the property of individuals of the same kind is subject, is the purpose of the constitutional provision clearly expressed: 'The property of corporations now existing, or hereafter created, shall forever be subject to taxation the same as property of individuals,' etc. The argument of appellee, that it was intended only to reserve to the legislature the *power of subjecting* corporate property to the taxation imposed on individuals, and to avoid the introduction into charters of irrepealable exemptions, or discriminations, *cannot be supported.* Reading these constitutional provisions in the light of their history, and with a due regard to the words in which they are expressed, it is impossible for us to doubt that it was not competent for the General Assembly, in the imposition of taxes, to distinguish or discriminate in favor of corporate property subject to taxation. If property of a particular kind is subjected to taxation, and owned by a corporation it must bear the rate of taxation imposed on individuals. While the constitution inhibits the exemption or discrimination in favor of corporations, it equally inhibits a discrimination against them. Equality in bearing a common burden, which is natural right and equity, is secured alike to the corporation and to the citizen.

The constitution of Iowa contains a provision identical in meaning if not in words, with the provision of the constitution of 1868, under consideration. It reads: 'The property of all corporations for pecuniary profit shall be subject to taxation, the same as that of individuals.' In The City of Davenport *v.* C. R. J. & P. R. R. Co., 38 Iowa, 633, it was the subject of construction, and was declared mandatory, requiring the legislature to pro-
709 vide for taxation of the property of corporations for pecuniary profit the same as that of individuals. A statute releasing railroad companies from certain taxation to which individuals were subject was declared violative of it. The court says: "What are we to understand to be intended by the language 'the same as that of individuals?' We need not determine whether this language requires that corporate property shall be taxed in the same manner as that of natural persons. It seems, however, quite clear that it was intended by this language to require the legislature to impose the burdens of taxation upon the property of corporations for pecuniary profit, the same as, or equally with, that of individuals; that each shall be taxed for the same objects, and in the same degree, so that individuals shall not be required to pay any taxes on their property which have not also been assessed and laid upon

the property of corporations of the class named, or in any greater proportion. When the legislature provides for taxing the property of individuals, this clause of the constitution requires it to tax the property of corporations for pecuniary profit to the same extent and for the same purposes. If the property of individuals be taxed for State, county, school, and municipal purposes, the property of this class of corporations must be subjected to the same taxes, and at the same rates. *The one cannot be exempt, and the other liable.*"

It will thus be seen that on the particular holding of Mississippi Mills *v.* Cook, which we now overrule, this court stood absolutely alone; its decision in direct conflict with all the decisions we have just above cited. So much for the mere inaccuracy of that holding.

We turn now to the proposition that the overruling of Mississippi Mills *v.* Cook as to the holding which we have particularized overturns a rule of property and destroys a vested right on which the railroad company has a right to rely. The alleged vested right is this: That the 21st section of the Mobile & North Western charter containing this alleged exemption has been declared repeatedly in this State by The Miss. Mills *v.* Cook and other cases down to and including the Lambert case, not to have been violative of the constitution of 1869. This statement is wholly inaccurate and is the result alone of a careless study of the decisions of this court. There are some primary rules on the subject of *stare decisis* to which we shall first call attention. They are formulated by the Supreme Court of the United States as follows:

1. The court is not bound by expressions in former decisions on points which were not contested. Cross *v.* Burk, 146 U. S., 86.

2. The doctrine of *stare decisis* cannot be invoked in favor of decisions on former statutes which were merely similar to but not identical with the one under review. Wood *v.* Brady, 150 U. S., p. 20. This rule was relied upon by the Supreme Court of the United States in the celebrated income tax case. Pollock *v.* Farmers' Loan & Trust Co., 157, 574, the court pointing out that whilst the language of former decisions was sometimes very broad, yet the exact points involved in all former decisions were different.

3. It is expressly held that a decision that a statute constitutes a contract and that an act repealing it is void is not an estoppel to a subsequent decision holding that the former *statute itself* is *unconstitutional*, and this is the exact case now before us. Boyd *v.* Ala., 94 U. S., 645.

Keeping these principles steadily in mind a review of the decisions of this court will show that no charter identical with that of the Natchez, Jackson & Columbus R. R. was ever passed on in this State until January, 1891, a period subsequent to the purchase of that road by the L., N. O. & T. Railroad Company; from
710 which it necessarily follows that THAT purchase could not have been made on the faith of that decision rendered in 1891. It will further be seen that the question whether the 21st section of the charter of the Mobile & North Western Railroad Company violated the constitution of 1869, as we hold it did, has never been passed on in this State up to this time. The cases in this State

relied on to show the opposite of these views are as follows: Mississippi Mills *v.* Cook, 56 Miss., p. 40, decided at the April term, 1878, where the sole question was, *according to the opinion*, whether exemption under general law was repealable or irrepealable; the constitutionality of the exemption was not argued or decided. But much more than this is to be said about Mississippi Mills *v.* Cook. An examination of the original record in Mississippi Mills *v.* Cook shows that it was a bill for injunction by The Mississippi Mills *v.* Cook, tax collector, averring the establishment of its factory after and on the faith of the acts of 1872–1873 granting an exemption in consideration of the construction of factories, etc., and that Cook was willing to accept the affidavit for the taxes of the mill proper, but refused to accept the affidavit for taxes on outlying land, and the bill prayed an injunction *v.* Cook prohibiting the sale of its property for these taxes assessed on outlying lands on the ground that they were essentially part of the mill property for wood, etc. The bill averred that under the act of 1877 Cook, tax collector, insisted on collecting these taxes on these lands; there was a general demurrer to the bill sustained by the court below and the bill was dismissed, and an appeal taken to the supreme court. The sole question involved, therefore, as thus clearly shown *by the record itself*, arose under the general exemption law applicable to all the factories of the class described, and not to a special grant of a special exemption to a particular corporation. All, therefore, that appears in the opinion beyond what would relate to the right to collect these taxes on outlying land, *is mere dictum;* for in determining what has been *adjudged* courts look to the decree and the record, and are not controlled by the mere opinion. Herman on *res adjudicata*, p. 470. Another striking difference between the exemption claimed in that case and in this, is that the act of 1872, under which that exemption was asserted, did not attempt to *perserve* exemptions granted to corporations or individuals establishing factories under its provision from legislative repeal; whereas, in the act of 1870 this 21st section is declared in the Lambert case a miserable attempt to evade the constitution of 1869 and secure an irrepealable grant of exemption, and that, too, to a particular corporation. The next case is McCulloch *v.* Stone, 64 Miss., 378, decided in 1886, in which the only question involved was whether outlying lands of a railroad company were embraced in an exemption contained in that charter, the court holding that they were not. The next case is the Yazoo & Miss. Valley Railroad Company *v.* Thomas, 65 Miss., 553, decided in 1887, in which the only question involved was whether the property was exempt before completion of the railroad to the Mississippi river. The charter provided for a 20 years' exemption after such completion, the court holding that it was not exempt. The next case is The Vicksburg Bank *v.* Worrell, 67 Miss., p. 47, decided at October term, 1889, where the legislature had provided for what the court calls a privilege tax on all banks in the State, and the question was whether this violated article 12, section 20, of the constitution of 1869, providing that taxation shall be equal and uniform and in proportion to value, and the

court held that it did not. The next case is Attala County *v.* Kelly, 68 Miss., 44, decided at October term, 1890, a case in
711 which the bank had paid in advance a commutation tax of $1,000 called by the court a privilege tax, and the legislature in the same year repealed that law and provided for an ad valorem tax. The court held it was liable to the ad valorem tax notwithstanding it had paid the commutation tax, and that was the only point involved. The next case is The Louisville, New Orleans & Texas *v.* Taylor, 68 Miss., 361, decided at October term, 1890, not actually decided, however, till January 26, 1891, as the records of this court show. No question was raised in that case by counsel or the court as to the constitutionality of the exemption contained in such section 21 of the M. & Northwestern charter, the sole question involved was the right to exemption of a gravel pit claimed by the L., N. O. & T. Railroad Company under the charter of the Vicksburg, Pensacola & Ship Island Railroad Company,—afterwards the M. & Sh. I. R. R. Co.—which never was a part of the L., N. O. & T. Railroad Company, and the court decided that the exemption should be allowed under that charter. This was a most extraordinary mistake, for it is now conceded by counsel for the railroad and everybody else that the charter of the Vicksburg, Pensacola & Ship Island Railroad Company, afterwards the M. & Sh. I. R. R. Co., had nothing on earth to do with the charters of the L., N. O. & T. Railroad Company, nor was that railroad any constituent of the L., N. O. & T. Railroad Company. It appears that the court was led into this mistake by an assumption of counsel to that effect in the case. Certain it is that it was a tremendous mistake of fact and one against the sovereign right of taxation. It is perfectly obvious that this case is wholly fictitious and is of no authority for any purpose. It is further to be observed, however, that inasmuch as the L., N. O. & T. Railroad Company purchased the Natchez, Jackson & Columbus Railroad Company in March, 1890, and the decision in the Taylor case was not rendered until January 26, 1891, the L., N. O. & T. Railroad Company could not possibly have made said purchase on the faith of the Taylor case, nor on the faith of section 181 of the constitution of 1890, because that was not adopted until November 1st, 1890, and then continued only legal exemptions to corporations retaining the precise identity they had before the constitution was adopted. The next case is State *v.* Simmons, 68 Miss., 361, decided at October term, 1890, which involved the mere question as to whether the capital stock was exempt under the charter and the court held that it was not. The next case, and the last, is The Natchez, Jackson & Columbus Railroad Co. *v.* Lambert, 70 Miss., 779, decided at the March term, 1893, and the question contested in that case was whether the exemption of the Natchez, Jackson & Columbus Railroad Co. *v.* Lambert, which had been purchased by the L., N. O. & T. Railroad Company, passed to the Y. & M. V. Railroad Co., the court deciding that it did. The question whether that exemption violated the constitution of 1869 was not argued by counsel or considered or decided by the court. These are the cases on which so much reliance has been placed to show a vested right—

a rule of property—and it is perfectly manifest that in *none* of them was it proper to have decided upon the constitutionality of this section 21, unless in the Taylor case and the Lambert case, because in none of the other cases was that question *involved*, and they could all have been decided without reference to that question, and consequently, under the authority of Pollock *v.* Trust Co., 157 U. S., and Boyd *v.* Ala., 194 U. S., *supra*, they are not binding, under the doctrine of *stare decisis* even, on this court in this case. And whilst the question of the constitutionality of said section 21 was
712 involved in the Taylor case and the Lambert case, the constitutionality of the exemption was *conceded* on all hands, and *not contested*, and not having been contested, these cases as held in Cross *v.* Burk, 146 U. S., *supra*, are of no force on us in this case under the doctrine of *stare decisis*. It will thus be clearly seen (1) that the exemption claimed in the Miss. Mills *v.* Cook was one claimed under a general law applicable to all the factories in the State of the same class; whereas, the exemption claimed here, to wit, the 21st section of the charter of the Mobile & Northwestern Railroad Co., is an exemption attempted to be granted to this special corporation, and not to all the other railroads in the State, a special privilege under a special charter to a special corporation. (2.) That the Miss. mills had established their factory after the passage of the act of 1872–1873, on the faith of those acts as a rule of property; whereas, the L., N. O. & T. Railway Company never came into existence, as admitted by counsel for the railroad until the 12th day of August, 1884, by the consolidation of the Baton Rouge railroad and the Vicksburg and Memphis railroad, after the construction of the road had been practically finished in July, 1884. (3.) That the exemption claimed in Miss. Mills *v.* Cook had no irrepealable feature whereas the exemption set up under the said 21st section is on its face irrepealable, and was so judicially declared to be, in the *Lambert case itself*. (4.) That the L., N. O. & T. Railroad Co. claims under charters granted in 1882 and 1884, asserting as its exemption this 21st section, the unconstitutionality of which, as violative of section 13 of article 12 of the constitution of 1869, was not only *not* considered, argued, or decided, in Miss. Mills *v.* Cook, but which, by virtue of its irrepealable feature and its special grant of an exclusive privilege to a special corporation, would have been *condemned by the reasoning of that very case*. (5.) And not only is it true that the particular exemption claimed here, under this 21st section, was not argued, or decided, in Miss. Mills *v.* Cook, but no other decision was ever rendered in this State in which the constitutionality of this 21st section was *even involved*, until McCulloch *v.* Stone, decided in 1886, four years *after* the grant of the charter of the L., N. O. & T. Railroad Co. (6.) From which it necessarily follows, that *that* road was not built on the faith of any decision ever rendered in this State up to the time of the grant of its charter, which *even involved* the constitutionality of said 21st section, and that the claim that it was organized or built on the faith of such decision operating as a rule of property *is utterly unfounded and absurd*. (7.) That the Taylor case was neither more nor less than a fictitious case which misled

the court by the misstatement of fact that the Vicksburg, Pensacola & Ship Island railroad, afterwards Gulf & Ship Island railroad, was one of the constituent members of the L., N. O. & T. railroad, and its charter was a constituent charter of that railroad, and that the Taylor case is authority for nothing. (8.) That the Lambert case was decided at the March term, 1893, ELEVEN YEARS after, not before the grant of the charter of the L., N. O. & T. R. R. Co. And it is hence utterly incomprehensible to the legal mind how anybody could invoke that case under the doctrine of *stare decisis* as affording a rule of property to a company constructed under a charter granted BEFORE it was rendered. Such claim becomes more incomprehensible still when the further facts are recalled that the consolidation of the L., N. O. & T. and Y. & M. V. into the present Y. & M. V. R. R. Co. took place October 24, 1892, long BEFORE the decision in the Lambert case."

713 Let us get out of the realm of idle and reckless assertion into the realm of fact, and inquire more particularly and accurately exactly what was decided, even in the opinion of the court, which went far beyond the record, in the Miss. Mills v. Cook. The vice of that decision is, that it looked exclusively to the word "subject" in section 13, article 12, and failed to give force and effect to the words, "the same as that of individuals." When we say that the court's construction of the word "subject" attributed to it some supposed magical effect, we are simply reiterating the language of Chalmers, justice. He said, p. 5956 Miss.: "I find no such *magic* as my colleague in the words 'shall be subject to taxation the same as that of individuals.' To me they have no meaning other than that which would be conveyed by the equivalent phrases shall be treated or shall be dealt with the same as that of individuals, or shall be liable to taxation the same as that of individuals. This, and many similar phrases, which might perhaps be suggested convey one and the same idea, namely: that the lawgiver in the imposition of taxes shall *know no difference between the property of individuals* and *that of corporations for pecuniary profit.*" The opinion of the court declares as its gist that section 13 was not mandatory upon the legislature to tax the property of private corporations for pecuniary profit whenever the property of individuals was taxed. It distinctly put the property of such private corporations as to the power to tax them, or exempt them, in a class by themselves distinct from the class of individuals. In other words, it held that although the property of individuals might be taxed, yet the property of such corporations might be at the same time exempted by the legislature from taxation; provided, such exemption extended to all corporations of the same class in the State. We think it is perfectly manifest that the language "the same as the property of individuals" imperatively commanded the legislature whenever they tax the property of private individuals, to tax also the property of such corporations, and under the same rules of equality and uniformity. It was well said by Campbell, justice, that this provision of section 13 "sprang from the experience that corporations were in the habit of asking and obtaining

legislative exemption from liability to taxation." That experience the State had acquired in the 35 years lapsing between the constitution of 182– and the constitution of 1869, and that experience was wisely availed of to put an end to the grant of exclusive privileges to such corporations. It marked a new era in the history of corporate taxation in this State; it laid down a fundamental new line of great public policy, one that will be found essential to the preservation of the rights of the people, as is abundantly attested by the experience of older States dealing with such corporations. It is that feature of the decision thus holding that this section 13 merely permitted the taxation of such corporations, but did not require that taxation whenever the property of individuals was taxed, and in just the same manner, in all respects as the property of private individuals was taxed, which we now condemn and overrule. In no other respect do we interfere with the decision in that case. That case decided, and properly decided, that under the constitution of 1869 the legislature had the power to select for exemption from taxation certain designated kinds of property, such as the agricultural implements of farmers, the tools of the mechanics, etc., etc. Such exemption of particular kinds of property, for reasons of public policy, the constitution allowed the legislature to grant, and when granted, it applied to such property, whether owned by individuals or such corporations. And to permit such exemp-
714 tions was perfectly consistent with holding that said section mandatorily required the legislature to tax the property of such corporations whenever and just as it taxed the property of individuals. The vice of the holding of the court was in disregarding and repudiating the correlation by the constitution of the property of such corporations and the property of private individuals in the same category as to the *right* to tax and the *duty* to tax, and in declaring that under that section the legislature might put into operation a scheme of taxation which taxed property of all the private individuals in the State, and at the *same time*, at the will of the legislature exempt all property of such corporations from any taxation whatever. The constitution plainly and clearly *yoked together indissolubly* the property of such corporations and the property of individuals and subjected both alike to the same taxation to be imposed under the same rules of equality, or uniformity. The legislature might not exempt all the property of private corporations for pecuniary profit and tax all the property of private individuals, but it might exempt certain selected kinds of property in pursuance of a wise public policy, whether that property belonged to such corporations or to private individuals. One other observation. The case before us most emphatically does NOT present a claim to exemption under a charter identical with the charter in the Miss. Mills *v.* Cook, nor the case of any corporation which has acted on the faith of a decision construing a charter identical with the charter in the case of Miss. Mills *v.* Cook, and which might thus be said to constitute, for such corporation, acting on it and investing its capital on it, a rule of property. It will be time enough to decide that precise question when that question shall be presented. Whence

did we get section 13, article 12, of the constitution of 1869? It is said in the Miss. Mills *v.* Cook that we get it from the constitution of Iowa; the clauses in the constitution of Iowa and constitution of Mississippi 1869 are identical on this subject, and the supreme court of Iowa in The City of Davenport *v.* Railroad Co., 36 Iowa 635 and The City of Dubuque *v.* Illinois Central R. R., 39 Iowa, expressly decided that this identical section prohibited the legislature from exempting the property of corporations from the same taxes imposed on the property of individuals, and that the property of corporations must be taxed whenever that of individuals was taxed. The constitution of Alabama in Mobile *v.* Stonewall Ins. Co., 53 Ala., 70, declared that the provision was in itself self-executing without the aid, in fact in restraint of, legislative power,—subjecting corporate property to the taxation imposed on individuals, and expressly declared further that if property of a particular kind is subjected to taxation and owned by a corporation, it must bear the rate of taxation imposed on individuals.

The constitution of California contains an identical provision, and in the case of People *v.* McCrary decided at January term 1868, the supreme court of California announced the same construction held in Iowa and Alabama expressly overruling early decisions to the contrary, just as we do here. The constitutions of Arkansas and Florida contain similar provisions and the supreme courts of those States announced the same construction which we here announce. When therefore section 13 of the constitution of 1869 was adopted in this State it was written in the organic law of our land, bringing with it the *same meaning precisely*, under well-settled rules of construction, which it had in the State *from which it came here.* And the same construction was unanimously approved by the Supreme Court of the United States in four concurring de-
715 cisions rendered in November 1883, March 1885, April, 1893, and March 1894 to wit: Louisville, etc., *v.* Palmer, 109 U. S., 248–254. St. Louis, etc., *v.* Berry, 113 U. S., 475. Schurz *v.* Cook, 148 U. S., 408. Keokuk *v.* Mo., 152 U. S., 303–304 and 310–312.

In overruling this feature of the decision in Mississippi Mills *v.* Cook, therefore, we were announcing a rule of construction supported by four decisions of the United States Supreme Court and by the decisions of five State supreme courts, as against a rule of construction announced in *no case in this Union except Mississippi Mills v. Cook.*

We have all proper respect for the doctrine of *stare decisis*, but it is a doctrine not inflexible and departed from over and over by the wisest courts in proper cases.

And if the doctrine of *stare decisis* can be disregarded in proper cases, where the question is one merely of *property rights* between *individuals*, how much stronger is the reason for disregarding it when, so to do, results as herein merely restoring to a sovereign State the right to tax corporations and make them bear their just share of the burdens of that government whose protection they so constantly and persistently invoke. This distinction is not one of our invention. It is well settled in the law and it was voiced in

words which we quote to approve by Chief Justice George in Lombard *v.* Lombard, 57 Miss., p. 177, who said: "Speaking for myself alone, I would say that on *constitutional* questions, where the former decision refused a right reserved to individuals as against the power of the Government, or where it impaired the powers of the people or their representatives to prevent maladministration by their officers and agents, or sanctioned an *alienation by the legislature of powers conferred for the public good*, I should feel little hesitation in departing from it, when satisfied of its incorrectness." And in Beck *v.* Allen, 58 Miss., 173, Judge George delivering the opinion of the court, overruled two previous decisions on the same point, justifying departure from the rule of *stare decisis*, by the very distinction here referred to, the case being one involving the taxing power. In concluding this ground of decision we repeat that it is wholly independent of the first ground of decision hereinbefore elaborated, and whether we are right or wrong in the view announced in this second ground, the exemption must be denied looking to the first alone.

In our summary of the holdings in this case, we said there were other views leading to the same conclusion, which we might embrace in the opinion. We proceed to notice these. We come now to a third ground of decision, and that is this: that the exemption claimed here under said 21st section of the Mobile and North Western charter whether applied to the property of the Natchez, Jackson & Columbus railroad alone, or to the other property of the L., N. O. & T. R. R. Co. has been repealed by legislation, certainly since the Code of 1892 went into effect. It was declared in the Lambert case, 70 Miss., 787, through Judge Campbell,—the author of the Code of 1880,—that by the Code of 1880, each railroad in this State was subjected to taxation. That code, therefore repealed all railroad exemptions then existing. The Lambert case further held that by the act of 1884, p. 29, the exemption of the Natchez, Jackson & Columbus railroad was restored, and that by the act of 1890, p. 12, if it then existed, it was continued. An examination of all the statutes on the subject, which are as follows: Code of 1880, sec. 596–606, inclusive, and secs. 607 and 608; Acts of 1886, sec. 6, p. 23; Acts of 1888, p. 49; Acts of 1890, p. 12; Code of 1892, secs. 3379 and 3875, and sec. 3744; will show that the scheme propounded by the legislature was, up to the Code of 1892, this:

716 That railroad companies should pay ad valorem taxes unless they should accept the conditional exemption provided in the privilege tax law in lieu of the ad valorem tax and manifest their acceptance of the law providing this conditional exemption from ad valorem taxation by putting such acceptance in writing and annually paying the privilege tax specified. The provisions of law respecting such conditional exemption from ad valorem taxation by accepting the privilege tax imposed in lieu thereof and paying it run side by side through all the legislation from the Code of 1880 to the Code of 1892. The scheme was that ad valorem taxes should be paid by all railroads in the State, but that any railroad should be exempt from such ad valorem taxes

which would pay the privilege tax provided in the various acts, provided it manifested its acceptance of such exemption in writing and paid such privilege tax. As to the Natchez, Jackson & Columbus R. R. Co. the Code of 1880, as shown, repealed its special exemption in its special charter by sections 597 through 606, and placed its conditional exemption from ad valorem taxation upon acceptance manifested, in writing, and upon payment of the privilege tax thenceforward, under the *general law* of the State, thus *withdrawing* any right that railroad company had to claim a special exemption under this special charter. And whether it had an exemption from ad valorem taxes thenceforward was to be determined not by reference to a special charter but by reference to the general law, on the subject of privilege taxes enacted from time to time. The act of 1884 in fixing the privilege taxes did, however, restore by recognition to the Natchez, Jackson & Columbus R. R. Co. the exemption of its charter according to the opinion in the Lambert case. As the act of 1884 did not pretend to affect secs. 597 through 606 Code of 1880 in imposing ad valorem taxes but only secs. 606–608 relating to the privilege taxes, it is to our mind quite doubtful whether the act of 1884 did have the effect to restore the charter exemption; but conceding that it did, it is strange that the court in the Lambert case overlooked the act of 1886, sec. 6, p. 23, amending the privilege-tax chapter, Code of 1880, fixing the privilege taxes to be paid by each railroad in the State, and expressly declaring, "That hereafter said railroad companies shall pay privilege taxes respectively 25 per centum greater per mile than is fixed in said acts" without once alluding to any exemption of the Natchez, Jackson & Columbus railroad, or any other railroad. Clearly if the exemption of the N., J. & C. R. R. Co. was restored by the act of 1884 it was repealed by said act of 1886 and was not in existence from that time until the act of 1890 was passed. The act of 1890, p. 12, amended the act of 1884 and then re-enacted it as amended; this seems to have been an ingenious effort on the part of some one who knew that the act of 1886 had repealed the exemption of the Natchez, Jackson & Columbus R. R. Co. recognized in the act of 1884, to again restore it by an effort to repeal the act of 1886 without disclosing the fact or referring to the act of 1886. But the holding in the Lambert case is that the act of 1890 continued the exemption, if it existed, and since it is clearly shown that no exemption existed when the act of 1890 was passed, there was no exemption to be continued, and the act of 1890 under the rules of construction with reference to taxation most certainly cannot be held to have created then *anew* such exemption. It follows from this that when the constitution of 1890 was adopted the Natchez, Jackson & Columbus railroad had no exemption and consequently section 181 of the constitution had no effect to continue the exemption which was not then in existence. When the Code of 1892 was adopted the legislature carrying out the
717 mandate of the constitution of 1890, paragraph 90 (*h*) expressly provided in sec. 2379 that the privilege tax should be imposed on all railroads without a suggestion of any exemption to

any, and this code was a revision of all general laws on the subject and wholly omitted all the provisions of the acts of 1884 and 1890 in respect to exemptions. The scheme of the taxation up to the Code of 1892 was that railroad companies might escape ad valorem taxation by accepting the provisions of the law as to privilege taxes, in writing, and paying the same. The scheme of taxation under the Code of 1892 changed all this and repealed all former exemptions of all railroads from taxation by said section 3379 and said section 3875. A consideration showing that this was the purpose of the legislature is the smallness of the privilege tax under sec. 3379 no longer in lieu of ad valorem taxes as compared with its amount under former laws. The Code of 1892 provides for the exemption of all property which is to be exempt in sec. 3744 and railroads are not mentioned in that section; the provision of that section is as follows: "The following property and NO OTHER shall be exempt from taxation" which declaration is as positive and emphatic an exclusion of all railroad exemption as language can furnish. But not only did section 3379 of said code impose privilege taxes but section 3875 imposed ad valorem taxes. By that section every railroad company in the State without exception was required to return all its property within and without this State with its value so that the assessors might know what value should be the basis of State, county and municipal taxation and the section further declares as to railroads that all of its property, real and personal, taxable and non-taxable shall be included. The word non-taxable in this connection does not mean exempt property, but property like Government bonds that are not taxable at all, and this is made plain by the provision at the close of the section "that if the said property is claimed to be exempt from taxation it shall be separately stated and the law cited under which the claim is made." In other words, they were to return three classes of property, taxable property, non-taxable property, that is, property that could not be taxed in its nature, and exempt property, if any, citing the law for the exemption. The word non-taxable therefore *creates* no exemption and does not describe exempt property which is otherwise provided for but means merely, as stated, property like Government bonds that cannot be taxed at all. So that we hold that certainly since the Code of 1892 went into effect, and as we think, since the act of 1886 the exemptions set up by the railroad company in this case were repealed by the legislature, and on this ground independently of any other ground, heretofore set out, the exemptions must be denied.

4th. Counsel for the State revenue agent presents another very ingenious view to this effect that the 21st section of the Mobile and North Western charter was plainly prospective and intended to carry the benefit of the exemption therein provided only to a company which should build a railroad after the grant to it of the exemption. We think it is entirely clear that said provision was prospective and that the consideration to the State for the grant of the exemption was that recited in the act, to wit: "The construction of the railroads provided for therein and the great benefit which the State

would receive in the development of its agricultural resources by means of said railroads as works of internal improvement, and also the increased value which would thereby be added to the property of the State thus enabling the State to greatly increase its revenue without burdensome taxation upon the people." That was
718 the consideration to the State; that clearly was the reason and object of the statute. So far we agree with counsel. Counsel's argument then proceeds to claim that the act of March 3, 1882, authorized the Memphis & Vicksburg Railroad Company and Mississippi Valley and Ship Island R. R. Co. to consolidate, and that the object was to construct a railroad from Memphis through Vicksburg to Ship Island—a scheme well known to be dearly cherished by the people of Mississippi for years back. Counsel then proceeds to claim that section 1 of the act of March 3, 1882, in providing that the consolidated company should have all the rights, property, immunities, etc., NOW possessed by the companies which may enter into such consolidation merely meant such rights, etc., as belonged to the companies existent at the date of the passage of the act; that as the Baton Rouge R. R. Co. was not chartered until March 9, '82, it was not contemplated that THAT company should be a constituent member of the consolidation and that section 5 of the Acts of 1882, p. 1015, was meant by the legislature to extend the exemption of said 21 section to such road only as the consolidated company—the L., N. O. & T. R. R. Co.—might build AFTER it came into existence; and that as said company did not come into existence until after the road from Memphis to New Orleans was completed, it is a perversion of the spirit and purpose of the legislature to allow the L., N. O. & T. R. R. Co. to blanket this exemption over a road which was never built by it, and in the construction of which it incurred no indebtedness. This is certainly very persuasive, but we do not now decide whether it is a correct contention or not. Another contention of counsel for the revenue agent, worthy of serious consideration, is this: that taking the charter of the Baton Rouge Company and the Memphis and Vicksburg Company as written into the charter of the L., N. O. & T. Co. as part thereof, the legislation of the State shows that it was the purpose of the legislature to extend this exemption of the 21st section to the company created by the FIRST consolidation, the L., N. O. & T. R. R. Co., but to exclude it from the present Y. & M. V. R. R. Co., the result of the SECOND consolidation. Counsel's argument on this point is about as follows: That conceding that the first section of the act of March 3, 1882, the L., N. O. & T. charter—contained the word "immunity" and that by virtue thereof the exemption of the said 21st section passed to the L., N. O. — T. R. R. Co., the only authority for any future consolidation of the said L., N. O. & T. R. R. Co. with the Y. & M. V. R. R. Co. is to be found in section 16 of the Baton Rouge charter and section 25 of the Memphis and Vicksburg charter and that in both these sections the legislature intentionally omitted the word "immunity" and any other words equivalent thereto, and that this omission conclusively shows that it was the purpose of the legislature to limit the existence of the exemption

provided by said 21st section to the L., N. O. & T. Railroad Co., the result of the consolidation of the Memphis & Vicksburg Railroad Co. and the Baton Rouge Railroad Co.—only so long as it retained its existence as the said L., N. O. & T. R. R. Co., and not indefinitely to pass this exemption along to all future consolidations. Counsel has so succinctly stated the facts on this subject that we cannot do better than to quote that part of his brief, which is as follows: "All of these sections thus put in the same charter, demonstrate that it was the purpose of the legislature to pass the exemption into the L., N. O. & T. under the word *immunities* but to withhold it from any future consolidation by ommitting the word *immunities*, in said sections 16 and 25; and by using therein no words to indicate the inten-
719 tion of passing the exemption to any future consolidation.

But, in this connection, the court will bear in mind that the act of 1890 as to the sale of the N., J. & C. R. R., on which the Lambert case is based, used the word *immunities*, as elsewhere shown. When the legislature passed the act of March 3, 1882, the L., N. O. & T. charter, it necessarily had in mind the provisions of the charters of the M. & V. Co. and the Miss. Valley and Ship Island Co., because both of these companies are mentioned in the very beginning of the act, and it was passed for their express benefit; and the legislature made these charters necessary parts of the act because, by its terms, it could not be made effectual without the charters of said consolidated company be taken and held to be parts of this act." "Said M. V. & S. I. R. R. Co. was incorporated in 1871, Acts 1871, p. 237, as the Vicksburg, Pensacola & Ship Island R. R. Co. In 1873 its name was changed to M. V. & S. I. R. R. Co., Acts 1873, p. 562. The 15th section of the original charter of this company gave the power of consolidation (Acts '71, p. 247) but omits the word *immunities* and gives no power to vest in the consolidated company the exemption from taxation contained in the 21st section of the charter. Besides the amendatory act of 1873 which vested this exemption from taxation in the charter as amended, uses the word *immunities*, in sec. 1, p. 562, Acts 1873. The charter of the Y. & M. V. Co. uses the word *immunities*, to embrace exemption from taxation, Acts 1881, p. 843, sec. 5. The amendment of the Y. & M. V. Co. charter, Acts 1884, sec. 3, p. 985, uses the word *immunities* for the same purpose. The amendment of the L., N. O. & T. charter, Acts 1884, p. 936, uses the word *immunities* for the same purpose. All these things were in the mind of the legislature as parts of said act of March 3, 1882, and show they used the word *immunities* advisedly, and did not intend that any exemption should pass into any FUTURE consolidation, after the formation of the L., N. O. & T., and this section 15 of the M. & V. & Sh. I. R. R. Co. expressly provided that any consolidation should FORM ONE COMPANY and have a JOINT COMMON stock."

Certainly the significance counsel seeks to have attached to the omission of the word "immunity" in the act referred to seems fully borne out by the opinion of Mr. Justice Peckham in Phœnix Ins. Co. *v.* Tennessee, 161 U. S., at p. 177; but we decline now to pass definitely upon this contention. There is also much force in another view presented by counsel for the revenue agent to

the effect that since 1888, the proof in the record shows that the railroad company had been able to declare and pay the annual dividend of 8 per cent. upon even its fictitious capital stock over and above its fixed charges on the proper construction debt. But to go into this would protract this opinion beyond anything necessary for present decision. There is a rather curious proposition of counsel for the railroad companies in his brief at pp. 118 *et seq.* The argument is that what was provided by the 21st section of the North Western charter was not an *ordinary exemption* at all, although counsel admits that the Lambert case expressly so decided, but that it was a *contract* of *appropriation irrepealable* in its nature, and not an exemption at all. If counsel's contention as to this is sound, then it is perfectly plain that the claim of rule of property and vested right under former decisions of this court falls at once to the ground, for no one will contend that this court has ever treated the said 21st section as an appropriation by contract irrepealable in its nature. Counsel's construction is therefore utterly inconsistent with the reiterated claim that the view we take is trenching upon any
720 rule of property laid down in any previous decision rendered by this court. This is the first time that such a construction was ever presented to this court or asserted in any form.

Finally, all the judges concur that because of the inconsistent compromise verdict, the judgment must be reversed both on appeal and the cross-appeal.

The judgment is reversed both on appeal and the cross-appeal, and verdict set aside, and the cause remanded for a new trial.

NOTE.—The above opinion having been filed since the meeting of the court, Woods, C. J., has been unable to prepare his dissenting opinion, but will do so as soon as possible.

721 STATE OF MISSISSIPPI,
County of Hinds, First District.

In the Supreme Court, at November Special Term, 1898.

WIRT ADAMS, State Rev. Agent, Appellant,
v.
YAZOO & MISS. VALLEY R. R. CO., ET AL. Appellees,

and

YAZOO & MISS. VALLEY R. R. CO. ET AL., Cross-appellants,
v.
WIRT ADAMS, State Rev. Agent, Cross-appellees.

Come the appellees and cross appellants in the above-entitled cause, The Yazoo & Miss. Valley R. R. Co. and The Illinois Central R. R. Co., and move the court to take & strike from the files in said cause the document herein filed on the 22nd day of November, 1898, which purports to be the opinion herein of a majority of this court for the reasons following:

1st. For that the same is filed too late, being filed after the said

cause was remanded to the lower court to be tried anew, and that the same did not and could not constitute any part of the mandate of the court below and could not be and was not attached to said mandate, and that the said document was not and could not be furnished with said mandate for the use of the court below and of these parties at the June term, 1898, of said court below, and at said June term these parties, defendants below, were forced into trial of said cause and to final judgment therein, from which judgment these parties did on the — day of ——, 1898, and before the filing of said document prosecute their appeal to this court, which appeal was pending herein on the said 22nd of November, 1898, and that said document announces decisions on points of law alleged to be controlling in this cause and in said appeal now pending
722 additional to and different from any decision announced in the abstract of a proposed opinion which was filed herein on the 26th day of June, 1898, and certified to the court below with the mandate as the opinion of this court, all of which is in violation of the statutes of this State in such case provided.

2. For the further reason that the filing of such document on the 22nd of November, 1898, under the facts & circumstances hereinbefore set forth and the affecting this cause therewith as the decision of this court, is in violation of the fourteenth amendment of the Constitution of the United States, not being due process of law.

Respectfully submitted.

MAYES & HARRIS,
Att'ys for Motion.

Endorsed: Filed Nov. 25, 1898. E. W. Brown, clerk, by C. C. Campbell, D. C.

And on November 26th, 1898, the following order was entered:

WIRT ADAMS, State Revenue Agent,
v. & ats. } 8629.
YAZOO AND MISSISSIPPI VALLEY RAILROAD CO. ET AL.

The motion of appellees and cross-appellants to strike from the files the opinion of the court filed Nov. 22, 1898, was argued orally by Mr. Edward Mayes for the motion and Messrs. J. A. P. Campbell and R. C. Beckett contra and submitted on brief by Messrs. J. A. P. Campbell and Critz & Beckett against the motion.

And on November 28th, 1898, the following order overruling said motion was rendered:

WIRT ADAMS, State Revenue Agent,
v. & ats. } 8629.
YAZOO AND MISSISSIPPI VALLEY RAILROAD CO. ET AL.

The court, having sufficiently examined and considered the motion of the appellees and cross-appellants to strike from the files the opinion of the court filed herein on the 22nd day of November, 1898, doth order that said motion be, and the same is hereby, denied

And on same day the following opinion was filed:

723 WIRT ADAMS, State Rev. Ag't, *v. & ats.* Y. & M. V. R. R. CO. ET AL. } 8629.

WHITFIELD, *J.*:

Section 4352 and section 4381 of the Code of 1892 were fully complied with by the summary of holdings handed down in June last, certified to and used in the circuit court on the trial of the case after it was remanded.

Every reason for decision contained in that summary is also set out in the opinion filed recently, insisted on and enforced. The court has receded from no position in that summary announced. It has added one new reason, and one only, for the decision: That the exemption was repealed by legislation, to wit: the act of 1886 and the provisions of the Code of 1892. With this single exception the reasons given for decision in the summary are identical with the reasons given in the opinion now on file. And it is
724 too plain for argument that had the new reason for decision now set out in the opinion been also set out in the summary the circuit court would merely have had one more reason for sustaining the action it took. The railroad companies were not and could not possibly have been prejudiced by the fact that the summary did not contain this additional reason. Nor is it now nor can it be prejudiced now by the fact that the opinion does not contain this one additional reason for our decision.

Other views of counsel are adverted to in the opinion, but it is distinctly declared that as to them we decide nothing—not adopting them in anywise as reasons for decision. Moreover, we distinctly stated in the summary, "there are other views leading to the same conclusion which we may embrace in the opinion yet to be filed. What we have said is a mere summary of the holdings set forth." And at the last term of this court a motion was made to have a fuller opinion handed down then before the trial in the circuit court based on section 4352, Code 1892, which we overruled on the ground that the summary was a sufficient compliance with that section and should stand as the opinion of the court for the time being. The argument made then, and repeated now, as to this was that the law requires the opinion to accompany the mandate and that the court below could not proceed without both. This point was disposed of adversely to this contention in Foster *v.* Gordon, 54 Miss., p. 510, the court saying: "This is an erroneous conception of the province of the mandate. It is the judgment of this court reversing and remanding a case which gives the lower court authority to enter upon a new trial." And the opinion of this court is not more necessary to the jurisdiction of the circuit court than the mandate. Both are mere matters of practice. Beyond this the scope of the motion is to assert the proposition that this court has not the power after the trial of a remanded cause in any way to revise, add to or take from the mere reasons for its decision, even though the reason added or

taken away in nowise affected the party losing in the lower court prejudicially.

That, precisely and exactly, is the proposition asserted. It is hardly necessary to say that this wholly novel and extraordinary proposition is untenable. This court, of equal and co-ordinate dignity with the legislative and executive departments in matters judicial, "uttering the voice and registering the will of the State," is reduced to no such pitiable plight. The very question here presented has been settled by authority over and over again. In Houston *v.* Williams, 13 California, 24, Mr. Justice Field, afterwards on the Supreme Bench of the United States, says for an unanimous court after citing the statute there relied on which provided that "all decisions given upon an appeal * * * shall be given in writing with the reasons *therefor* and filed with the clerk of the court." "It will not be impertinent to say a few words as to the control of the courts over its opinions and records. There are some misapprehensions on the subject, arising chiefly from a confusion of terms and from a misconception of the relations of the different departments of government to each other and the entire independence in its line of duties of the judiciary. The terms 'opinions' and 'decisions' are often confounded, yet there is a wide difference between them and in ignorance of this or by overlooking it, what has been a mere revision of an opinion has sometimes been regarded as a mutilation of a record. A decision of a court is its judgment. The opinion is the reasons given for that judgment. The former is entered on record immediately upon its rendition and can only be changed through a regular application to the court upon a petition for rehearing or a modification. The latter is the property of the judges subject to their revision, correction and modification in any particular deemed advisable until, with the approbation of the writer, it is transcribed in the records. * * *

All these errors whether in language from or *substance*
725 should be corrected before a publication is permitted as an authoritive exposition of the law and as such binding upon the court. In no civilized State except California has the existence of this power ever been doubted. Every judge from the Chief Justice of the Supreme Court of the United States down, claim and exercise without question the right of revision including thereby *modification* and *partial suppression of his opinions.* * * * When the opinions have been revised and finally approved and recorded, then they cease to be the subject of change."

There has been no suppression here. The majority of the court have receded from no position announced in the summary but positively affirm every one of them in the opinion. And that this is so we here make part of this opinion that summary in its entirety so that a comparison of it with the opinion now on file may show the facts as they are. That summary is as follows:

Summary of the Court's Holdings.

WHITFIELD, *J.*:

First. Because of the inconsistent, compromise verdict, the judgment is reversed, and cause remanded, on the appeal and the cross-appeal.

Second. The Lambert case is *res adjudicata* as to the taxes for the year 1892 on all the property that originally belonged to the N., J. & Columbus R. R. Co., which was in Adams county, and being *res adjudicata*, it is, as to that, beyond our power to overrule it.

Third. The Lambert case is not *res adjudicata* as to any of the other taxes here involved, on the property that once belonged to the N., J. & Columbus R. R. Co., or on any of the other property here involved.

Fourth. The Lambert case did decide that § 180 of the constitution of 1890, did not cut off the exemption from taxation asserted in this case, on the ground that this is a case of mere merger, and not of consolidation; that the resultant corporation was not a new corporation, and applied the principles of Whitworth *v.* Tennessee, 117 U. S.—which, is beyond all controversy—a clear case of simple merger, and not of consolidation, taking merger proper to mean the absorption of one corporation, by another, the autonomy of the absorbing corporation being preserved, without the formation of a new company, and consolidation proper to mean such union of two corporations as results in a third new corporation, under whatever name. We hold that the clear legislative purpose was—(using the words in the sense indicated)—*consolidation, and not merger*, yet consolidation in such sense as to result in the formation of a new corporation; and besides that what was *actually* done here was necessarily the creation of a new corporation, and not mere merger; that, hence, the principles of the Whitworth case do not apply, but the principles of Keokuk *v.* Mo., 152 U. S., do apply; that, consequently the constitution of 1890, § 180, cut off the exemption; that the Lambert case cannot be upheld and should be, and is hereby overruled. If it be conceded that the purpose aimed at by the articles of agreement of the R. R. Co. was mere merger, it is not to be permitted that the Co. could overthrow the purpose of the legislature to authorize consolidation and not merger, nor to NAME THAT, merger, which the actual things done show, was consolidation. Consolidation is a privilege, to be exercised or not—not a contract. § 181 of the constitution, and § 279 of the schedule thereto, merely mean that so long as corporations existing at the adoption of the constitution having then exemptions, or other "rights" should have them "continue," so long as such corporations retained the *precise corporate existence they then had.* The new corporation here, takes its life as from a new grant of corporate life from the date of the consolidation.

But we hold further, that the 21st section of the Mobile & Northwestern R. R. Co.'s charter was an effort to secure—as is expressly recited in its face—an irrepealable grant of exemption, and violative

of the constitution of 1869, § 13, art. 12, and *and* § 20, art. 12,
725½ even as construed in Miss. Mills *v.* Cook, 56 Miss. The exemption claimed in Miss. Mills *v.* Cook HAD NO IRREPEALABLE feature.

But again, we hold, that such section violated said clauses of said constitution, even had it not been irrepealable. Miss. Mills *v.* Cook, turned upon some supposed magical distinction in the particular connection, between the words "SUBJECT" and "SUBJECTED," and sacrificed a great constitutional principle to a piece of mere verbal jugglery. Precisely the SAME clause, using precisely the SAME word "SUBJECT" occurs in the constitution of Florida and Arkansas and the supreme courts of both States held, in precisely identical contention, that the clause forbade exemption from taxation of "corporations for pecuniary profit," and both of these decisions were on this identical proposition, affirmed by the U. S. Supreme Court. St. Louis, &c., *v.* Berry, 41 Ark., 509, 115 U. S., 475, and L. & N. R. R. Co. *v.* Palmes, 19 Fla., 231, and 109 U. S., 253–254. And this construction is reaffirmed in Keokuk, &c., *v.* Missouri, 152 U. S., 310–311. The word "subject" should have been given its plain, popular signification, occurring in the connection it did, in a great popular instrument—the constitution—the very signification attached to it by the Supreme Court of the United States. We prefer to align ourselves now with that court in this matter, and overrule Miss. Mills *v.* Cook on that point.

It passes all understanding how the court could gravely hold, in Miss. Mills *v.* Cook, that a solemn declaration in the constitution of a State—its organic law—formulating FUNDAMENTALLY GREAT LINES OF PUBLIC POLICY—that "the property of all corporations for pecuniary profit" should be subject to taxation *the same as that of individuals*, added no new feature, but merely stated what was the law before and without the declaration, to wit: that the "property of corporations for pecuniary profit" was *liable* to taxation. All the world knew that before!

Judge Campbell, in his dissenting opinion, in Beck *v.* Allen, 58 Miss., at p. 177, most wisely said: "Subtilty and refinement and astuteness are not admissible to explain away an expression of the sovereign will. The framers of the constitution, and the people who adopted it, must be understood to have intended the words employed in that sense most likely to arise from them on FIRST READING THEM." Doubtless the rule of *stare decisis* is a wise rule, and one not lightly to be infringed. But instances justifying its disregard find manifold illustration in the reports. And surely, stronger reasons for not applying it can never arise, than, where, as here to disregard it, restores to the sovereign the exercise of one of the highest attributes of sovereignty—the taxing power, and merely requires that corporations for pecuniary profit, constantly demanding and securing the protection of the Government, shall also bear their just share of the burdens of taxation. We feel, therefore, confident of the propriety of overruling, as we now expressly do—the Lambert case, and the case of Cook *v.* Miss. Mills, *supra*. There are other views leading to the same conclusion, which we may embrace in the opinion yet

to be filed. What we have said, is a mere summary of the holdings set forth.

Reversed and remanded.

But the California case is not the only authority. In the appendix to 131 U. S., at p. 18, it is said: "Judges frequently correct their opinions in the hands of a reporter after a printed copy has been filed with the clerk." * * * If one curious in such things would know how far back this corrective practice has existed let him look as far back as the 7th of Cranch, 1st edition, where he will find corrections made by Mr. Justice Story in the opinion of the court delivered by him in Barnitz *v.* Casey, 7th Cranch, at p. 456. In later editions the changes are incorporated in the text. We have examined this first edition and it is there stated on the page following the table of cases cited in that volume as follows: "*Since*
726 *this volume was printed*, Mr. Justice Story has requested that the following corrections and *additions* should be made in the opinion delivered by him." So that illustrious judge actually corrected and added to his opinion in 7th Cranch after the official volume of reports had been published. So far as due "process of law is concerned," it is too obvious for discussion that it cannot be involved in mere matters of practice of the courts. We conclude with these words of Judge Field in the case cited:

"The power over our opinions and the records of this court we shall exercise at all times, while we have the honor to sit on the bench, against all encroachments from any source, but in a manner we trust befitting the highest tribunal in the State." The motion is denied.

727 STATE OF MISSISSIPPI,
Hinds County, First District.

In the Supreme Court, at the November Special Term, 1898.

YAZOO & MISSISSIPPI RAILROAD CO. ET AL., Appellants,
v.
WIRT ADAMS, State Revenue Agent, Appellee.

Agreement of Counsel.

In this cause it is agreed by the appellants and the appellee as follows, to wit:

1. That the assessment-rolls made by the State railroad commission as railroad assessors, whereby the taxes — sought to be recovered in this suit for the years 1896 and 1897, need not be certified to the supreme court of the State as a part of the transcript to be sent up by the clerk of the circuit court, and that the originals of the same may be used on the argument of the cause in the supreme court and shall be treated to all intents and purposes as if they had been incorporated into said transcript.

2. That the various mortgages of the Louisville, New Orleans & Texas Railway Company and the Yazoo & Mississippi Valley Rail-

road Company, referred to by the fourth, fifth, and sixth pleas offered by the defendants in the cause below and stricken out by the court, need not be certified to the supreme court by the clerk below as a part of the transcript sent up to the supreme court on this appeal, but that the same may be read from and referred to in the charter book of the Yazoo & Mississippi Valley Railroad Company, which will be produced by the attorneys for the appellants, and the same shall be considered for all intents and purposes as if they had been incorporated into said transcript.

3. It is agreed that the "Summary of the court's holdings," which was certified to the circuit court at the June term, 1898,
728 attached to the mandate of the supreme court, need not be copied by the clerk of the circuit court into the transcript sent up in this cause, and also that the copy of said summary which is made and set forth in the petition for removal into the United States circuit court, as the same does appear in the transcript herein, is a correct copy and shall for all intents and purposes be taken as if the same were also certified in the transcript in connection with the said mandate.

4. When it is said herein that such assessment-rolls and said mortgages shall be treated to all intents and purposes as if the same were incorporated into this transcript it is meant thereby that the same shall be so treated for all intents and purposes not only in the supreme court of the State, but also in the Supreme Court of the United States, if this cause should be carried before that tribunal.

J. A. P. CAMPBELL &
CRITZ, BECKETT & KIMBROUGH,
Attorneys for Appellee.
MAYES & HARRIS, *Att'ys for Appellants.*

Endorsed: Filed Jan'y 3, 1899. E. W. Brown, clerk, by C. C. Campbell, D. C.

729 STATE OF MISSISSIPPI, }
County of Hinds, First District. }

In the Supreme Court, at November Special Term, 1898.

YAZOO & MISSISSIPPI VALLEY RAILROAD CO. ET. AL, Appellants, }
v. }
WIRT ADAMS, State Revenue Agent, Appellee. }

Assignment of Errors.

Come the appellants in this cause, The Yazoo & Mississippi Valley Railroad Company and The Illinois Central Railroad Company, and for error in the court below assign as follows, to wit:

1. The court below erred in failing to attach plaintiff's demurrer to defendants' plea to the plaintiff's own declaration.

2. The court below erred in failing to attach defendants' demurrers to plaintiff's replications to plaintiff's own declaration.

3. The court below erred in overruling the objection of appellants

to any action or proceeding at the June term of the court on account of the absence of the opinion of the supreme court of the State, required by section 4381 of the Annotated Code of 1892.

4. The court below erred in overruling the objection of the defendants to the taking of any steps in this cause at the June term, 1898, of the circuit court for the reason that two weeks of the term had gone by and the cause was not on the trial docket as made up when the term began, and to the docketing of the cause on the 4th day of July, being the Monday of the third and last week of the term.

5. The court below erred in overruling the objection of the appellants to any action or proceeding at the June term of the circuit court on account of the absence of the opinion of the supreme court of the State, required by section 4381 of the Code of 1892; also in overruling the objection of the appellants to the taking of
730 any steps in this cause at the June term, 1898, of the circuit court for the reason that two weeks had gone by and the cause was not on the trial docket as made up when the term began, and to the docketing of the case on the 4th day of July, being Monday of the third and last week of the term, each of which and the combined effect of which was violative of the fourteenth amendment to the Constitution of the United States as being a deprivation of the property of appellants without due process of law.

6. The court below erred in overruling the motion of the appellants to remove the cause into the circuit court of the United States for the southern district of Mississippi.

7. The court erred in overruling the appellants' motion for a continuance.

8. The court below erred in overruling the objection of the appellants to any action or proceeding at the June term of the circuit court on account of the absence of the opinion of the supreme court of the State, required by section 4381 of the Code of 1892, and also in overruling the objection of the appellants to the taking of any steps in this cause at the June term, 1898, of the circuit court for the reason that two weeks of the term had gone by and the cause was not on the trial docket as made up when the term began, and to the docketing of the cause on the 4th day of July, being Monday of the third and last week of the term, and also in overruling the application of appellants for a continuance on the 5th day of July, 1898, all of which and the combined *effort* of which was violative of the fourteenth amendment to the Constitution of the United States as being a deprivation of the property of appellants without due process of law.

9. The court erred in striking out the fourth pleas of the appellants respectively.

10. The court below erred in sustaining the motion to strike out the two fifth pleas of the defendants respectively.

11. The court below erred in striking out the sixth pleas of the defendants respectively.

731 All of which is respectfully submitted.

MAYES & HARRIS,
Attorneys for the Appellants.

Endorsed: Filed Dec. 6th, 1898. E. W. Brown, clerk, by C. C. Campbell, D. C.

And on the 2nd day of January, 1899, the following order was entered:

Y. & M. V. R. R. Co. ET AL.
v.
WIRT ADAMS, State Rev. Ag't. } 9251.

Argued orally by Mr. Tim E. Cooper for the appellants and Mr. J. A. P. Campbell for the appellees.

And on the 3rd day of January, 1899, the cause was submitted in the following order, to wit:

YAZOO & MISSISSIPPI VALLEY RAILROAD CO. ET AL.
v.
WIRT ADAMS, State Rev. Ag't. } 9251.

Argued orally by Mr. Edward Mayes for appellants and Messrs. R. C. Beckett and F. A. Critz for appellee, and submitted on briefs by Messrs. Cooper & Waddell and Mayes and Harris for the appellants and Messrs. J. A. P. Campbell and Critz & Beckett for appellee.

And on the 20th day of February, 1899, the opinion of the court was filed in words and figures following, to wit:

732 Y. & M. V. R. R. Co. ET AL.
v.
WIRT ADAMS, Rev. Ag't. } 9251.

WHITFIELD, *J.:*

The petition for removal of the cause to the Federal court was properly denied. The decisions of the United States Supreme Court cited in briefs of counsel for appellee put this at rest. K. C. R. R. *v.* Doughty, 138 U. S., 303; Ten *v.* Bush, 152 U. S., 454; Galveston *v.* Texas, 170 U. S., 226.

The application for continuance was properly overruled. The court's action in striking out the special pleas stricken out was correct, for the obvious reason that they presented no defense to the action, in whole or in part. The former opinion of this court in this case settled definitely and conclusively all the issues involved, and the special pleas are in effect, nothing else than an effort to have the circuit court disregard that opinion. The futility of that sort of pleading needs no comment.

These matters of practice and procedure and all the other assignments of error touching matters of practice and procedure were correctly settled by the court. The former opinion of this court in this cause, and its opinion on the motion to strike that opinion from the files disposed effectively of such of these matters as are not here specifically adverted to.

So far as concerns the argument that the appellants relied on the case of Mississippi Mills *vs.* Cook, 56 Miss., and that if the overruling of that case is correct, nevertheless the appellants should be protected from taxation accruing before the overruling of that case, it is enough to say that question is not material here, since all the taxes here sued for, accrued after the consolidation of October 24, 1892, and the appellants were expressly held to have lost their exemption, if any they had, by their own voluntary act of consolidation. That was the first and main ground on which our former opinion was distinctly rested. It must be too clear for serious disputation, in this view, that all discussion of the case of Mississippi Mills *vs.* Cook is wholly unavailing as to these taxes. Moreover, the twenty-first section of the Mobile and Northwestern charter was not passed on in Mississippi Mills *vs.* Cook, and we held in our former opinion that its constitutionality was never squarely
733 presented, as to the point for decision, until the former judgment in this case. Whatever merit there may be in this line of argument in a proper case, it is clear that here it has, by reason of the fact of the consolidation when and as it occurred, no room for play.

The last proposition which we notice is the one that the Lambert case, in 70 Miss., was erroneous and ought not to be followed, in its announcement that the Code of 1880 repealed the exemption here claimed. It was said, *inter alia*, that the Mobile and Ohio Railroad Company had an identical exemption with the twenty-first section of the Mobile and Northwestern charter, and that section 598 of the Code of 1880 by providing for a "sworn statement of the capital expended in the construction of its road," recognized the exemption, and meant by this section 598 to furnish the State with the means of knowing when the M. & O. Railroad Company should become liable to taxation; and that since it recognized the M. & O. Railroad Company's exemption, of course, it must also have recognized the alleged identical exemption of appellants. Such was the argument gravely pressed upon the court. It is singular that learned counsel overlooked the easy and overwhelming answer springing from the fact that the twenty-first section of the Mobile & Northwestern charter was granted by an act of the legislature passed in 1870, *after* the constitution of 1869 was apopted, while the charter of the Mobile & Ohio Railroad Company was granted in 1848, twenty-one years before that constitution was adopted, at a time when the legislature had full power to grant, so far as any constitutional restriction was concerned, an irrepealable exemption.

But it is said that section 8 of the Code of 1880 provides that "no private act, not revised and brought into this code, shall be affected by its provisions," and that general laws as to taxation ought not to be held to repeal private grants of exemption, unless expressly so stated. The principle is correct enough. But we think the alleged exemption of the Natchez, Jackson & Columbus Railroad Company, expressly repealed. There were two bills of injunction in the Lambert case—rather there were two cases. The court distinctly held that this exemption from taxation was an exemption both from

ad valorem taxes and privilege taxes. Now the scheme of railroad taxation provided by the Code of 1880 was primarily to subject, "each railroad owning and operating a railroad in this State" to ad valorem taxes. That scheme is set forth in sections 597–606, Code of 1880, inclusive. But secondarily, and as a substitute each railroad was permitted by sections 607 and 608 of that code, to escape ad valorem State and county taxes by paying the privilege tax named in section 608. Now the Natchez, Jackson & Columbus Railroad Company is expressly named in section 608, and required to pay a privilege tax of $30 per mile, if it would escape ad valorem State and county taxes. Manifestly no one can be found who would dispute the proposition that the exemption from privilege taxes of that railroad was expressly repealed by section 608. But since this privilege tax was provided only secondarily, and as a means of escaping the ad valorem State and county taxes due by each railroad in the State, primarily imposed by section 597 *et seq.*, it is plain that all the sections taken together expressly provide that the N., J. & C. R. R. Co. was to pay ad valorem taxes, State and county, unless it embraced the conditional exemption therefrom by paying the privilege tax assessed by section 608 *eo nomine*, against it. There is no escape from this reasoning. If it be asked why, if the N., J. & C. R. R. Co. was expressly named in section 608, it was not so named in section 597 *et seq.*, the obvious reason is that it was necessary to expressly name it in imposing privilege taxes, since each railroad paid a different privilege tax; but it was unnecessary to name it in imposing ad valorem taxes, since the rate there was the same
734 for all. And this leaves out of view whatever of force there may be in the suggestion that the phrases "each railroad," "every railroad," etc., might be effective to include this railroad with all others as fully as if named in section 597. But as to this we say nothing.

Finally it is said that this twenty-first section was given the L., N. O. & T. R. R. Co., by independent grant in 1882, by its proper charter, after the Code of 1880 had been adopted. But if the Code of 1880 had the effect, as held in the Lambert case, to repeal by its provisions this section as applied to the N., J. & C. R. R. Co., then *a fortiori*, did the more emphatic provisions of the Code of 1892, have the effect to repeal the same section as applied to the L., N. O. & T. R. R. Co. This last company could not be named in the Code of 1880, since it did — come into existence till 1882.

It will be remembered that this third ground of our former opinion—that this alleged exemption was repealed by legislation if it ever had a valid existence—was wholly uninfluential with the circuit judge, on this second trial below, since it was for the first time made part of the opinion, when the opinion in full was written and filed, which was several months after the trial in the circuit court. It is perfectly obvious, therefore, that the mere adding a new reason for the decision which reason did not influence the second trial of the case, in no respect prejudiced the appellants in the trial.

We discover no error and the judgment is affirmed.

C. J. Woods, while recognizing the authority of the former decision to the effect that the consolidation cut off the exemption under section 180 of constitution of 1890, and not, therefore, dissenting, adheres to the view formerly expressed by him.

735 And on the 20th day of February, 1899, the following final judgment was rendered by said supreme court, to wit:

YAZOO AND MISSISSIPPI VALLEY RAILROAD CO. ET AL. *v.* WIRT ADAMS, State Revenue Agent. } 9251.

This cause having been submitted on a former day of this term on the record herein from the circuit court of Hinds county, 1st district, and this court, having sufficiently examined and considered the same and being of opinion that there is no error therein, doth order and adjudge that the judgment of said circuit court rendered in this cause at the June term thereof, A. D. 1898, on the 8th day of July, 1898, be, and the same is hereby, affirmed; and it is further considered and so ordered and adjudged by this court that the appellee do have and recover of the appellants and the Chicago, St. Louis and New Orleans Railroad Company, the Canton, Aberdeen and Nashville Railroad Company, Stuyvesant Fish, and J. T. Harahan, sureties in the appeal bond, the sum of five hundred and forty-eight thousand six hundred and seventy-six and $\frac{99}{100}$ dollars, the amount of the judgment in the court below, together with the further sum of twenty-seven thousand four hundred and thirty-three and $\frac{84}{100}$ dollars, being damages, at the rate of 5 per centum, as allowed by law, as well as interest on the amount of said judgment from date of rendition till paid, at the rate of 6 per centum per annum, and also the costs of this cause in this court and in the court below expended, &c., to be taxed, &c.

736 UNITED STATES OF AMERICA, *State of Mississippi*, } *ss:*

THE YAZOO & MISSISSIPPI VALLEY RAILROAD Company *et al.* *v.* WIRT ADAMS, State Revenue Agent. } Petition for Writ of Error, etc.

To the Honl. Thomas H. Woods, chief justice of the supreme court of the State of Mississippi:

The petition of the Yazoo & Mississippi Valley Railroad Company, and of the Illinois Central Railroad Company, and of the Chicago, St. Louis & New Orleans Railroad Company, and of the Canton, Aberdeen & Nashville Railroad Company, and Stuyvesant Fish, and of James Theodore Harahan respectfully shows that on the 20th day of February, 1899, the said supreme court rendered judgment against the petitioners in a certain cause wherein your petitioners The Yazoo & Mississippi Valley Railroad Company

and The Illinois Central Railroad Company were the appellants and the other petitioners were their sureties on their appeal bond, and Wirt Adams, State revenue agent in and for the State of Mississippi, was appellee, for the sum of $548,676.99, with 6 per cent. interest from July 8, 1898, and also for statutory damages, amounting to $27,433.84, and for costs, and in legal effect awarded thereon, as will appear by reference to the record and proceedings in said cause; that in said suit was drawn in question the validity of certain statutes of the said State of Mississippi, on the ground of their being repugnant to the Constitution of the United States and the amendments thereto, and the decision of said supreme court was in favor of the validity of such statutes, and that in said suit was drawn in question the validity of certain provisions of the constitution of the said State of Mississippi, adopted November 1st, 1890, on the ground of their being repugnant to the Constitution of the United States and the amendments thereto, and the decision of said supreme court was in favor of the validity of such provisions, and in that said writ was also drawn
737 in question the validity of an authority exercised by the State revenue agent under the statutes and constitution of said State, on the ground that the same is repugnant to the Constitution of the United States and the amendments thereto, and the decision of said supreme court was in favor of the validity of such authority, and that in said suit was drawn in question the validity of an authority exercised by the railroad commission of said State, acting as assessors of the railroad property for taxation under the statutes and constitution of said State, on the ground that the same is repugnant to the Constitution of the United States and the amendments thereto, and the decision of said supreme court was in favor of the validity of such authority, and that in said suit was also drawn in question the validity of an authority exercised by the said supreme court of said State by the circuit court of Hinds county, in said State, under the statutes and constitution of said State, on the ground that the same is repugnant to the Constitution of the United States and the amendments thereto, and the decision of the said supreme court was in favor of the validity of such authority, and that in said suit the petitioners, who were the appellants, claimed a right under the Constitution and statutes of the United States, and the decisions of said supreme court was against the said right specially set up and claimed under such constitution and statutes, and that in said suit petitioners, who were appellants, claimed a privilege and immunity under the Constitution and statutes of the United States and under the fourteenth amendment to said Constitution and the decision of said supreme court was against the said privilege and immunity set up and claimed specially under such Constitution and under said fourteenth amendment and under said statutes.

And the decision of the said supreme court of the State of Mississippi was final, and the said supreme court is the court of the highest resort in said State.

Wherefore your petitioners are aggrieved, and they pray for a

writ of error, with citation and supersedeas, returnable into
738 the Supreme Court of the United States on the —.

And, as in duty bound, they will ever pray, etc.

THE YAZOO & MISSISSIPPI VALLEY RAILROAD CO.,
By EDWARD MAYES, *Att'y.*
THE ILLINOIS CENTRAL RAILROAD COMPANY,
By EDWARD MAYES, *Att'y.*
THE CANTON, ABERDEEN & NASHVILLE RAILROAD CO.,
By EDWARD MAYES, *Att'y.*
THE CHICAGO, ST. LOUIS & NEW ORLEANS RAILROAD CO.,
By EDWARD MAYES, *Att'y.*
STUYVESANT FISH,
By EDWARD MAYES, *Att'y.*
JAMES THEODORE HARRAHAN,
By EDWARD MAYES, *Att'y.*

STATE OF MISSISSIPPI:

Desiring to give petitioners an opportunity to test in the Supreme Court of the United States the questions presented in the foregoing petition and in the assignment of errors by which it is accompanied, it is ordered that a writ of error be, and the same is hereby, allowed to the said court, and that the same be made a supersedeas, the bond, in the penal sum of eight hundred thousand dollars, also herewith presented, being hereby approved.

In testimony whereof witness my hand this the 2nd day of March, 1899.

THOMAS H. WOODS,
Chief Justice of the Supreme Court of the State of Mississippi.

Endorsed: Filed Mc'h 3, 1899. E. W. Brown, clerk, by C. C. Campbell, D. C.

739 STATE OF MISSISSIPPI:

In the Supreme Court, November Special Term, 1898.

YAZOO & MISSISSIPPI VALLEY RAILROAD COMPANY ET AL., Appellants,
v.
WIRT ADAMS, State Revenue Agent.

I, Thomas H. Woods, chief justice of the supreme court of the State of Mississippi at the present time and upon the argument and hearing of the above-entitled appeal, do hereby certify:

I. That upon the said argument and hearing the validity of legislation and of section- 180 and 181 of the constitution of Mississippi subsequent to the statute of Mississippi of March 3rd, 1882

was drawn in question by the said Yazoo & Mississippi Valley Railroad Company, the said Illinois Central Railroad Company, the said Chicago, St. Louis and New Orleans Railroad Company, the said Canton, Aberdeen and Nashville Railroad Company, the said Stuyvesant Fish, and the said James T. Harrahan, on the ground of such legislation being repugnant to section 10 of article 1 of the Constitution of the United States, in that such legislation and constitutional provisions impaired the obligation of a contract between the State of Mississippi and the Yazoo and Mississippi Valley Railroad Company, and that the decision of the said supreme court of Mississippi was in favor of the validity of such legislation and such constitutional provisions.

II. That upon the said argument and hearing the said Yazoo and Mississippi Valley Railroad Company, the said Illinois Central Railroad Company, the said Canton, Aberdeen and Nashville Railroad Company, the said Chicago, St. Louis and New Orleans Railroad Company, the said Stuyvesant Fish, and the said James T. Harrahan specially set up and claimed the right, privilege, and immunity, under the fourteenth amendment to the Constitution of the United States, that the said Yazoo and Mississippi Valley Railroad Company should not be deprived of property without due process of law, and that the decision of the said supreme court
740 of Mississippi was against the said right, privilege, and immunity set up and claimed as aforesaid.

III. That upon the said argument and hearing the validity of the statutes of Mississippi in the Annotated Code of 1892 providing for the taxation of railroads and of the act of 1894 defining the powers of the State revenue agent and of sections 180 and 181 of the Mississippi constitution of 1890 *were* drawn in question by the said Yazoo and Mississippi Valley Railroad Company, the said Illinois Central Railroad Company, the said Chicago, St. Louis and New Orleans Railroad Company, the said Canton, Aberdeen and Nashville Railroad Company, the said Stuyvesant Fish, and the said James T. Harrahan, on the ground of their being repugnant to the Constitution of the United States and the fourteenth amendment thereto, in that in and by the said statutes and constitutional enactments the State of Mississippi denies to the said Yazoo and Mississippi Valley Railroad Company within its jurisdiction the equal protection of the laws, and that the decision of the said supreme court of Mississippi was in favor of the validity of the said statute.

IV. That upon the said *agreement* and hearing the said Yazoo and Mississippi Valley Railroad Company, the said Illinois Central Railroad Company, the said Chicago, St. Louis and New Orleans Railroad Company, the said Canton, Aberdeen and Nashville Railroad Company, the said Stuy-sant Fish, and the said James T. Harrahan claimed the right of the said Yazoo and Mississippi Valley Railroad Company and the said Illinois Central Railroad Company to remove this cause from the circuit court of Hinds county, Mississippi, into the circuit court of the United States in and for the southern district of Mississippi under the acts of Con-

gress in such case provided, and that the decision of said supreme court of Mississippi was adverse to such claim of right.

In witness whereof I have hereunto subscribed my name this 2d day of March, in the year one thousand eight hundred and ninety-nine *ninety-nine.*

THOMAS H. WOODS,
Chief Justice Supreme Court.

Endorsed: Filed M'ch 3, 1899. E. W. Brown, clerk, by C. C. Campbell, D. C.

741 *Writ of Error Bond.*

Know all men by these presents that the Yazoo and Mississippi Valley — Company and the Illinois Central Railroad Company, the Chicago, St. Louis and New Orleans Railroad Company, the Canton, Aberdeen and Nashville Railroad Company, Stuyvesant Fish, of the city of New York, and James T. Harahan, of the city of Chicago, as principals, and R. W. Millsaps and John Hart, as sureties, are held and firmly bound unto Wirt Adams, State revenue agent, in the full and just sum of eight hundred thousand dollars ($800,000), to be paid to the said Wirt Adams, State revenue agent, his successor in office or his certain attorney, executors, administrators, or assigns; to which payment, well and truly to be made, we bind ourselves, our heirs, successors, executors, and administrators, jointly and severally, by these presents.

Sealed with our seals and dated this 25th day of February, in the year of our Lord one thousand eight hundred and ninety-nine.

Whereas lately, at a supreme court of the State of Mississippi, in a suit depending in said court between The Yazoo and Mississippi Valley Railroad Company, The Illinois Central Railroad Company, The Chicago, St. Louis and New Orleans Railroad Company, The Canton, Aberdeen and Nashville Railroad Company, Stuyvesant Fish, and James T. Harahan, appellants, and Wirt Adams, State revenue agent, respondent, a judgment was recovered against the said Yazoo and Mississippi Valley Railroad Company and others, appellants, and the said Yazoo and Mississippi Valley Railroad Company and others having obtained a writ of error and filed a copy thereof in the clerk's office of the said court to reverse the judgment in the aforesaid suit, and a citation directed to the said Wirt Adams, State revenue agent, citing and admonishing him to be and appear at a Supreme Court of the United States, to be holden at Washington, within thirty days from the date thereof:

Now, the condition of the above obligation is such that if the said Yazoo and Mississippi Valley Railroad Company, the Illinois Central Railroad Company, the Chicago, St. Louis and New Orleans Railroad Company, the Canton, Aberdeen and Nashville Railroad
742 Company, Stuyvesant Fish, and James T. Harahan shall prosecute their writ of error to effect and answer all damages and

costs if they fail to make their plea good, then the above obligation to be void; else to remain in full force and virtue.

YAZOO AND MISSISSIPPI VALLEY RAILROAD COMPANY,
[SEAL.] By JOHN C. WELLING, *Vice-President.*

Attest: A. G. HACKSTAFF, *Secretary.*

ILLINOIS CENTRAL RAILROAD COMPANY,
[SEAL.] By JOHN C. WELLING, *Vice-President.*

Attest: W. G. BRUEN,
Assistant Secretary.

[SEAL.] CHICAGO, ST. LOUIS AND NEW ORLEANS RAILROAD COMPANY,
By JOHN C. WELLING, *Vice-President.*

Attest: A. G. HACKSTAFF, *Secretary.*

[SEAL.] CANTON, ABERDEEN AND NASHVILLE RAILROAD COMPANY,
By JOHN C. WELLING, *Vice-President.*

Attest: A. G. HACKSTAFF, *Secretary.*

STUYVESANT FISH,
By WILLIAM D. GUTHRIE, *Attorney-in-fact.*
JAMES T. HARAHAN.
R. W. MILLSAPS.
JOHN HART.

Sealed and delivered in presence of—
As to A. G. Hackstaff & Stuyvesant Fish:
NOEL GALE.
ISAAC E. GARVEY.

As to John C. Welling and W. G. Bruen:
JAMES McKINLAY.
L. A. HARKNESS.

As to James T. Harahan:
HUNTER C. LEAKE.
L. RENE VILLARS.

STATE OF NEW YORK, } ss:
County of New York, }

Personally appeared before me, Isaac E. Garvey, a commissioner of the State of Mississippi for the State of New York and a notary public in and for the State and county of New York Alex-
743 ander G. Hackstaff, to me personally known and known to me to be the secretary of the Yazoo and Mississippi Valley Railroad Company, of the Chicago, St. Louis and New Orleans Rail-

road Company, and of the Canton, Aberdeen and Nashville Railroad Company, who acknowledged that he signed and dealed the foregoing bond on the day and year therein mentioned as the secretary of each of the above-named railroad companies and as the act and deed of each of said railroad companies, and that he affixed thereto the respective corporate seals of said companies; and the said Alexander G. Hackstaff, being by me duly sworn, deposes and says that he knows the corporate seal of each of the above-named railroad companies, and that the seals affixed by him as aforesaid are said corporate seals respectively.

Given under my hand and official seals this the twenty-fifth day of February, 1899.

[10-cent documentary stamp, canceled Feb. 25, '99, I. E. G.]

[SEAL.] ISAAC E. GARVEY,
Commissioner of the State of Mississippi and for the State of New York.

[SEAL.] ISAAC E. GARVEY,
Notary Public in and for New York County.

STATE OF NEW YORK, }
County of New York, } ss:

Personally appeared before me, Isaac E. Garvey, a commissioner of the State of Mississippi for the State of New York and a notary public in and for the State and county of New York, Alexander G. Hackstaff, to me personally known and known to me to be the secretary of the Yazoo and Mississippi Valley Railroad Company, of the Chicago, St. Louis and New Orleans Railroad Company, and of the Canton, Aberdeen and Nashville Railroad Company, who acknowledged that he signed and sealed the foregoing bond on the day and year therein mentioned as the secretary of each of the above-named railroad companies as the act and deed of each of
744 said railroad companies, and that he affixed thereto the respective corporate seals of said companies; and the said Alexander G. Hackstaff, being by me duly sworn, deposes and says that he knows the corporate seal of each of the above-named railroad companies, and that the seals affixed by him as aforesaid are said corporate seals respectively.

Given under my hand and official seals this the twenty-fifth day of February, 1899.

[10-cent documentary stamp, canceled Feb. 25, '99, I. E. —.]

ISAAC E. GARVEY,
[SEAL.] *Commissioner of the State of Mississippi for the State of New York.*

ISAAC E. GARVEY,
[SEAL.] *Notary Public in and for New York County.*

STATE OF LOUISIANA, } ss:
Parish of Orleans, }

Personally appeared before me, Meloncy C. Soniat, a commissioner of the State of Mississippi for the State of Louisiana and a notary public in and for the parish of Orleans, in the State of Louisiana, James T. Harahan, who acknowledged that he signed and delivered the foregoing bond.

Given under my hand and official seal- this the first day of March, 1899.

[10-cent documentary stamp, canceled 3, 1, '99, M. C. S.]

M. C. SOMIAT,
[SEAL.] *Commissioner of the State of Mississippi for the State of Louisiana.*
M. C. SONIAT,
[SEAL.] *Notary Public for Orleans Parish, Louisiana.*

745 STATE OF ILLINOIS, } ss:
County of Cook, }

Personally appeared before me, Mark A. Foote, a commissioner of the State of Mississippi for the State of Illinois and a notary public in and for the county of Cook, in the State of Illinois, John C. Welling, to me personally known and known to me to be the vice-president of the Yazoo and Mississippi Valley Railroad Company, of the Chicago, St. Louis and New Orleans Railroad Company, and of the Canton, Aberdeen and Nashville Railroad Company, who acknowledged that he signed the foregoing bond as the vice-president of each of the foregoing companies and as the act and deed of each of the said companies; and the said John C. Welling, being by me duly sworn, deposes and says he knows the corporate seal of each of the foregoing railroad companies, and that the seals affixed to the foregoing bond are such corporate seals respectively.

And on the same day personally appeared before me William G. Bruen, to me personally known and known to me to be the assistant secretary of the Illinois Central Railroad Company, who acknowledged that he signed and sealed the foregoing bond as such assistant secretary and as the act and deed of the Illinois Central Railroad Company, and that he affixed thereto the corporate seal of said railroad company; and the said William G. Bruen, being by me duly swoen, deposes and says that he knows the corporate seal of the said Illinois Central Railroad Company, and that the seal so affixed by him as aforesaid is said corporate seal.

Given under my hand and official seals this the 27th day of February, 1899.

[10-cent documentary stamp, cancelled 2, 27, '99. M. A. F.]

MARK A. FOOTE,
[SEAL.] *Commissioner of the State of Mississippi for the State of Illinois.*
746 MARK A. FOOTE,
[SEAL.] *Notary Public in and for Cook County, Illinois.*

Endorsed: Filed M'ch 3, 1899. E. W. Brown, clerk, by C. C. Campbell, D. C.

747 UNITED STATES OF AMERICA:

In the Supreme Court.

YAZOO & MISSISSIPPI VALLEY R. R. CO. ET ALS., Plaintiffs in Error,
v.
WIRT ADAMS, State Revenue Agent, Defendant in Error.

Agreement of Counsel.

The record in this case being quite voluminous, in order to avoid expense and at the same time to avoid an altogether unnecessary enlargement of the record, it is agreed as follows:

1. That all of the assessment-rolls which were exhibited with the various declarations filed by the plaintiff and all of the assessment-rolls which were introduced in evidence on the various trials of the cause in the circuit court shall be omitted from the record to be sent to the Supreme Court of the United States.

2. That the list of stockholders of the Illinois Central Railroad Company which was introduced in evidence on the trial in the circuit court and which appears in the transcript in the supreme court of the State of Mississippi may be omitted from the copy of the transcript to be sent to the Supreme Court of the United States.

3. That in all such cases where voluminous documents, such as the charters of the various railroads and other incorporated companies and such as the articles of consolidation, etc., have been introduced into the record of the cause in its progress more than once, as by being made exhibits to pleadings and being introduced into evidence one or more times, etc., that such documents need be copied only once in making up the transcript of the record for the Supreme Court of the United States.

4. Also may be omitted from the record the objections of the railroad company made to the assessment by & before the
748 railroad commission in 1892; also the minutes if the meeting of the board of directors of the Mississippi Valley Company Oct. 4th, 1892.

5th. It is further agreed that the mortgage mentioned in the two pleas numbered four, filed & stricken out at June term, 1898, as a mortgage executed May 24th, 1893, is the same mortgage in the transcript dated April 14th, 1893.

EDWARD MAYES,
Att'y for Plaintiff in Error.
R. C. BECKETT,
Attorney for Defendant in Error.

Endorsed: 9251. Filed M'ch 13, 1899. E. W. Brown, clerk, by C. C. Campbell, D. C.

749 Supreme Court of Mississippi.

I, E. W. Brown, clerk of the supreme court of Mississippi, by virtue of the foregoing writ of error and in obedience thereto, do hereby certify that the following pages, numbered from 1 to 748, inclusive, contain a true and complete transcript of the record and proceedings had in said court in the cause of — No. 9251 — Yazoo & Mississippi Valley Railroad Company *et al.*, plaintiffs in error, *v.* Wirt Adams, State revenue agent, defendant in error, as the same remain of record and on file in said office.

In testimony whereof I have caused the seal of said court to be hereunto affixed, at the city of Jackson, in the State of Mississippi, this the 23rd day of March, in the year of our Lord one thousand eight hundred and ninety-nine, and of the Independence of the United States the one hundred and twenty-third.

[Seal Supreme Court, State of Mississippi.]

E. W. BROWN, *Clerk.*

750 UNITED STATES OF AMERICA, *ss:*

The President of the United States to the honorable the judges of the supreme court of the State of Mississippi, Greeting:

Because in the record and proceedings, and also in the rendition of the judgment of a plea which is in the said supreme court, before you or some of you, being the highest court of law or equity of the said State in which a decision could be had in said suit, between Wirt Adams, State revenue agent, as plaintiff, and The Yazoo & Mississippi Valley Railroad Company and The Illinois Central Railroad Company, as defendants, and wherein judgment was rendered in favor of said plaintiff in said court on the 20th day of February, 1899 A. D., against said defendants and against the Chicago, St. Louis & New Orleans Railroad Company and the Canton, Aberdeen and Nashville Railroad Company and Stuyvesant Fish and James Theodore Harrahan, sureties, and in which suit was drawn in question the validity of certain statutes of the State of Mississippi, on the ground of their being repugnant to the Constitution of the United States and the amendments thereto, and the decision of said supreme court was in favor of the validity
751 thereof, and in which suit was also drawn in question the validity of certain provisions of the constitution of the State of Mississippi adopted November 1st, 1890, on the ground of their being repugnant to the Constitution of the United States and the amendments thereto, and the decision of said supreme court was in favor of the validity thereof, and in which suit was also drawn in question the validity of an authority exercised by the said State revenue agent under the statutes and constitution of said State, on the ground that the same is repugnant to the Constitution of the United States and the amendments thereto, and the decision of said supreme court was in favor of the validity of such authority, and in which suit was also drawn in question the validity of an authority exercised by the railroad commission of said State acting as

assessors of railroad property for taxation under the statutes and constitution of said State, on the ground that the same is repugnant to the Constitution of the United States and the amendments thereto, and the decision of said supreme court was in favor of the validity of such authority, and in which suit was also drawn in question the validity of an authority exercised by said supreme court and
752 by the circuit court of Hinds county, in said State, under the statutes and constitution of said State, on the ground that the same is repugnant to the Constitution of the United States and the amendments thereto, and the decision of said supreme court was in favor of the validity of such authority, and in which suit the Yazoo & Mississippi Valley Railroad Company and the Illinois Central Railroad Company claimed a right under the Constitution and statutes of the United States and the decision of said supreme court was against such right specially set up and claimed under such Constitution & statutes, and in which suit the said Yazoo & Mississippi Valley Railroad Company and the said Illinois Central Railroad Company claimed a privilege and immunity under the Constitution and the statutes of the United States and under the fourteenth amendment to such Constitution and the decision of the said supreme court was against the said privilege and immunity so set up and specially claimed under such Constitution and under said fourteenth amendment and under said statutes, a manifest error hath happened, to the great damage of said Yazoo
753 & Mississippi Valley Railroad Company and of the said Illinois Central Railroad Company and of said Chicago, St. Louis & New Orleans Railroad Company and of said Canton, Aberdeen & Nashville Railroad Company and of said Stuyvesant Fish and of said James Theodore Harrahan, as by their complaint appears, we, being willing that the error, if any hath been, should be duly corrected and full and speedy justice done to the parties aforesaid in this behalf, do command you, if judgment therein be given, that then, under your seal, distinctly and openly, you send the record and proceedings aforesaid, with all things concerning the same, to the Supreme Court of the United States, together with the writ, so that you may have the same at Washington on the 1st day of April next in the said Supreme Court, to be then & there held, that, the record of proceedings aforesaid being inspected, the said Supreme Court may cause further to be done therein to correct that error what of right and according to the laws and customs of the United States should be done.

Witness the Honorable Melville W. Fuller, Chief Justice of the said Supreme Court, the 2d day of March, in the year of our Lord one thousand eight hundred and ninety-nine.

Witness also my signature and the seal of the circuit court of the United States in and for the southern district of Mississippi this the day & year aforesaid.

{Seal U. S. Circuit Court, Southern District of Mississippi, 5th Circuit.}

L. B. MOSELEY, *Clerk.*

754 [Endorsed:] Yazoo & Mississippi Valley R. R. Co. *et al. v.* Wirt Adams, State revenue agent. Writ of error. Filed M'ch 3, 1899. E. W. Brown, clerk, by C. C. Campbell, D. C.

Supreme Court of Mississippi.

I, E. W. Brown, clerk of the supreme court of Mississippi, by virtue of the within writ of error and in obedience thereto, do hereby send herewith the record and proceedings in said cause, duly certified and authenticated according to law, to the honorable Supreme Court of the United States.

In testimony whereof I have caused the seal of said court to be hereunto affixed, at the city of Jackson, in the State of Mississippi, in the year of our Lord one thousand eight hundred and ninety-nine, and of the Independence of the United States the one hundred and twenty-third.

[Seal Supreme Court, State of Mississippi.]

E. W. BROWN, *Clerk.*

755 UNITED STATES OF AMERICA, *ss:*

To Wirt Adams, State revenue agent, Greeting:

You are hereby cited and admonished to be and appear at a Supreme Court of the United States, at Washington, within thirty days from the date hereof, pursuant to a writ of error filed in the supreme court of the State of Mississippi, wherein The Yazoo & Mississippi Valley Railroad Company, and the Illinois Central Railroad Company, and the Chicago, St. Louis and New Orleans Railroad Company, and the Canton, Aberdeen & Nashville Railroad Company, and Stuyvesant Fish and James Theodore Harrahan are plaintiffs in error and you are defendant in error, to show cause, if any there be, why the judgment rendered against the said plaintiffs in error, as in the said writ of error mentioned, should not be corrected and why speedy justice should not be done to the parties in that behalf.

Witness the Honorable Thomas H. Woods, chief justice of the supreme court of the State of Mississippi, this the 2nd day of March, A. D. 1899.

THOMAS H. WOODS,
Chief Justice of the Supreme Court of Mississippi.

756 UNITED STATES OF AMERICA, *Southern District of Mississippi,* } *ss:*

Received the within citation on the 8th day of March, 1899, and served the same on the same day on Wirt Adams, State revenue agent of the State of Mississippi, personally, by reading the same to him, and also by delivering to him in his own hands a true & exact copy of the same; also delivered to him at the same time a true and exact copy of the writ of error in said cause issued pursuant to the fiat of the Hon. Thomas H. Woods, chief justice of the supreme

court of Mississippi, by L. B. Moseley, clerk of the circuit court of the United States in and for the southern district of Mississippi.

This the 11th day of March, A. D. 1899.

F. W. COLLINS,
U. S. Marshal,
By R. O. EDWARDS, *Deputy.*

Marshal's fees, $2.00.

UNITED STATES OF AMERICA,
Southern District of Mississippi.

Personally appeared before me, L. B. Mosely, clerk of the circuit court of the United States in & for the southern district of Mississippi, R. O. Edwards, a regular deputy marshall of the United States in & for the district & State aforesaid, duly appointed
757 according to law, who, being by me first duly sworn, on oath saith that the foregoing return made by him of a service of the citation and a copy of the writ of error in this cause of The Yazoo & Mississippi Railroad Company *et als.*, plaintiffs in error, *v.* Wirt Adams, State revenue agent, defendant in error, made on the said defendant in error on the 8th day of March, 1899, is true in every particular.

R. O. EDWARDS.

Sworn to & subscribed before me this the 11th day of March, 1899, as witness my signature & official seal.

[Seal U. S. Circuit Court, District of Mississippi, 5th Circuit.]

L. B. MOSELEY, *Clerk.*

758 [Endorsed:] Entered, No. 132, page 34. Yazoo & Mississippi Valley R. R. Co. *et al. v.* Wirt Adams, State revenue agent. Filed M'ch 3, 1899. E. W. Brown, clerk, by C. C. Campbell, D. C.

759 Supreme Court of the United States, —— Term, A. D. 189–, ss.

THE YAZOO & MISSISSIPPI VALLEY RAILROAD COMPANY ET ALS.,
Plaintiffs in Error,
v.
WIRT ADAMS, State Revenue Agent, Defendant in Error.

Afterwards, to wit, on the — day of ——, 1899, before the justices of the Supreme Court of the United States, at the Capitol, in the city of Washington, come the said Yazoo & Mississippi Valley Railroad Company and the said Illinois Central Railroad Company and the said Chicago, St. Louis & New Orleans Railroad Company and the said Canton, Aberdeen & Nashville Railroad Company and the said Stuyvesant Fish and the said James T. Harrahan, plaintiffs in error, by their & each of their attorney, Edward Mayes, and say that in the record and proceedings aforesaid there is manifest error in the particulars following, to wit:

1. The said supreme court of the State of Mississippi erred in rendering the judgment of February 20th, 1899, whereby the tax provisions of the Annotated Code of 1892 and the act of 1894, defining the powers of the State revenue agent, and the constitution adopted November 1, 1890, were given effect against the con-
760 tract rights of the plaintiff in error The Yazoo & Mississippi Valley Railroad Company embodied in the act of March 3, 1882, which constituted the charter of the Louisville, New Orleans & Texas Railway Company, with the amendment thereto, in the year 1884, and whereby the obligation of such contract rights was impaired, contrary to sec. 10, art. 1, of the Constitution of the United States.

2. The said supreme court erred in rendering the judgment of February 20th, 1899, whereby the tax provisions of the Annotated Code of 1892 and the act of 1894, defining the powers of the State revenue agent, and the constitution adopted November 1, 1890, were given effect in such manner as to deprive the plaintiffs in error of their property without due process of law, and also to deny to them the equal protection of the laws, in violation of the 14th amendment to the Constitution of the United States.

3. The said supreme court erred in holding that the right conferred upon the Louisville, New Orleans & Texas Railway Company by section five of the act of March 3, 1882, entitled "An act to authorize the Memphis & Vicksburg Railroad Company and the Mississippi Valley and Ship Island Railroad Company to effect a consolidation," was not a contract of appropriation protected by section 10, article 1, of the Constitution of the United States, but was only such an exemption from taxation which was repealable at will by the legislature of Mississippi under sec. 13, art. 12, and sec. 20, art. 12, of the Mississippi constitution of 1869.

761 4. The said supreme court erred in holding that the right conferred upon the Louisville, New Orleans & Texas Railway Company by section five of the act of March 3, 1882, aforesaid, was repealable by the legislature, as aforesaid, and in holding further that such right was in fact repealed by the act of March 18, 1886, entitled "An act to amend section- 557 and 585, Code of 1880, so as to increase the public revenue and provide for the faithful collection of the same."

5. The said supreme court erred in holding that the right conferred upon the Louisville, New Orleans & Texas Railway Company by section five of the act of March 3, 1882, aforesaid, was repealable by the legislature, as aforesaid, and in holding further that such right was in fact repealed by the provisions on taxation of the Annotated Code of 1892.

6. The said supreme court erred in holding that the taxes sued for in this cause were not payable by affidavits made in conformity with section 21 of the charter of the Mobile & Northwestern Railroad Company (adopted into and made a part of said act of March 3, 1882, by section five thereof), and that the State revenue agent can now sue for and recover the same in currency, without respect to and contrary to those acts, under color of authority conferred

on him and on the railroad commission of the State of Mis-
762 sissippi by provisions of the Annotated Code of 1892 and of the said act of 1894 defining the powers of said revenue agent.

7. The said supreme court erred in holding that said section 21 of the charter of the Mobile & Northwestern Railroad Company was void *ab initio* because repugnant to the provisions of sec. 13, art. 12, and sec. 20, art. 12, of the Mississippi constitution of 1869, and that its re-enactment as to the Louisville, New Orleans & Texas Railway Company by said section five of the act of March 3, 1882, was void for the same reason, and in overruling the case of The Mississippi Mills *v.* Cook, sheriff, reported in 56th Mississippi Reports, beginning at page 40 thereof, and announcing a new construction of said sections 13 and 20 of said article 12 and applying such new construction in this case.

8. The said supreme court erred in holding that the consolidation effected October 24, 1892, did not operate by way of merger, but created a new company and brought the new company so created under a new rule of corporate existence and liability, and a new rule of taxation enacted by sections 180 & 181 of the Mississippi constitution of 1890, the provisions on taxation of the Annotated Code of 1892, and the act of 1894 aforesaid defining the powers of the State revenue agent.

763 9. The said supreme court erred in holding that the charters of the Louisville, New Orleans & Texas Railway Company and of the Yazoo & Mississippi Valley Railroad Company did not authorize a consolidation between them to operate by way of a merger; and, further, that the deed of consolidation of October 24, 1892, did not provide for such a consolidation, but that the consolidation effected was and could only be one whereby the corporate existence of the consolidating companies was terminated and a new company was formed, subject to the provisions of the chapter on corporations in the Mississippi constitution of 1890.

10. The said supreme court erred in overruling the case of The Natchez, Jackson & Columbus Railroad Company *v.* Lambert, tax collector, 70th Mississippi Reports, beginning at page 779, decided in 1893, and announcing a new and different construction of the effect of the consolidation of October 24, 1892, from the construction adjudged in that case and in applying such new & different construction in this case.

11. The said supreme court erred in holding that the new constitution of Mississippi, adopted November 1, 1890, withdrew from the said Louisville, New Orleans & Texas Railway Company and the Yazoo & Mississippi Valley Railroad Company the powers of consolidation granted to them in the year 1882 by their respect-
764 ive charters and allowed them to consolidate with each other only on condition of becoming a new company, subject to the provisions of the chapter on corporations in said constitution and subject to the provisions of the Annotated Code of 1892 on the subject of taxation and to the provisions of the act of 1894 defining the powers of the State revenue agent.

12. The said supreme court erred in denying the suggestion of errors filed in this cause in said court on the 27th day of June, 1898.

13. The said supreme court erred in overruling the motion made by the Yazoo & Mississippi Valley Railroad Company and by the Illinois Central Railroad Company on the — day of ——, 1898, to strike from the files the opinion of said court which was filed on the 22d day of November, 1898.

14. The said supreme court erred in denying the fifth assignment of error made by the appellants, such assignment of error being as follows: "The court below erred in overruling the objection of the appellants to any action or proceeding at the June term of the circuit court on account of the absence of the opinion of the supreme court of the State required by section 4381 of the Code of 1892, and also in overruling the objection of the appellants to the
765 taking of any steps in this cause at the June term, 1898, of the circuit court for the reason that two weeks of the term had gone by and the cause was not on the trial docket as made up when the term began, and to the docketing of the case on the 4th day of July, being Monday of the third and last week of the term, each of which and the combined effect of which was violative of the 14th amendment to the Constitution of the United States as being a deprivation of the property of appellants without due process of law."

15. The said supreme court erred in holding that the circuit court committed no error in overruling the application of the Yazoo & Mississippi Valley Railroad Company and of the Illinois Central Railroad Company made at the June term, 1898, for removal of this cause into the circuit court of the United States in & for the southern district of Mississippi.

16. The said supreme court erred in denying the eighth assignment of error made by the appellants, such assignment of error being as follows: "The court below erred in overruling the objection of the appellants to any action or proceeding at the June
766 term of the circuit court on account of the absence of the opinion of the supreme court of the State required by section 4381 of the Code of 1892, and also in overruling the objection of the appellants to the taking of any steps in this cause at the June term, 1898, of the circuit court for the reason that two weeks of the term had gone by and the cause was not on the trial docket as made up when the term began, and to the docketing of the cause on the 4th day of July, being Monday of the third and last week of the term, and also in overruling the application of appellants for a continuance on the 5th day of July, 1898, all of which and the combined effect of which was violative of the fourteenth amendment to the Constitution of the United States as being a deprivation of the property of appellants without due process of law."

17. The said supreme court erred in holding that the circuit court committed no error in striking out the pleas of the Yazoo & Mississippi Valley Railroad Company and of the Illinois Central Railroad

Company respectively numbered four because the same presented no defense to this action.

18. The said supreme court erred in holding that the circuit court committed no error in striking out the pleas of the Yazoo &
767 Mississippi Valley Railroad Company and of the Illinois Central Railroad Company respectively numbered five because the same presented no defense to this action.

19. The said supreme court erred in holding that the circuit court committed no error in striking out the pleas of the Yazoo & Mississippi Valley Railroad Company and of the Illinois Central Railroad Company respectively numbered six because the same presented no defense to this action.

And the said Yazoo & Mississippi Valley Railroad Company and the said Illinois Central Railroad Company and the said Chicago, St. Louis & New Orleans Railroad Company and the said Canton, Aberdeen & Nashville Railroad Company and the said Stuyvesant Fish and the said James Theodore Harrahan pray that the judgment aforesaid may be reversed, annulled, and altogether held for naught, and that they may be restored to all things which they have lost by occasion of the said judgment.

EDWARD MAYES,
Att'y for Pl'ffs in Error.

768 [Endorsed:] Yazoo & Mississippi Valley R. R. Co. *et als.*, pl'ffs in error, *v.* Wirt Adams, State revenue agent, def't in error. Assignment of errors. Filed M'ch 3, 1899. E. W. Brown, clerk, by C. C. Campbell, D. C.

Endorsed on cover: File No., 17,341. Mississippi supreme court. Term No., 756. The Yazoo & Mississippi Valley Railroad Company *et al.*, plaintiffs in error, *vs.* Wirt Adams, State revenue agent. Filed April 1st, 1899.

IN THE SUPREME COURT OF THE UNITED STATES.

OCT. TERM, 1899.

THE YAZOO & MISSISSIPPI VALLEY RAILROAD COMPANY *et al.*, Plaintiffs in Error,
vs.
WIRT ADAMS, State Revenue Agent, Defendant in Error. } No. 244.

In error to the supreme court of the State of Mississippi.

In order to save expense of a recopy of the record from the supreme court of the State of Mississippi and certificate of the clerk of said court, it is hereby agreed that the following are the facts which would be shown by a full and true copy of said record, viz:

1st. That the true date of the judgment in June, 1898, and the true date on which the summary of holdings was filed *were* in each case June 20th, 1898, and that the dates of each as June 30th, 1898, as the same appears on pages 512 and 513 of the printed record and on pages 581 and 582 of the original record, *are* mistakes made in transcribing by the clerk of said supreme court; and it is further agreed that the clerk of the Supreme Court of the United States may correct said original record and the copies of the printed record by inserting in each the date "20th" instead of "30th."

2nd. It is further agreed as a fact in the case, and it is a fact, as shown by the records of said supreme court of Mississippi, that it adjourned for the term on the 1st day of July, 1898.

Agreed to and signed this September —, 1899.

EDWARD MAYES,
Attorneys for Plaintiffs in Error.
R. C. BECKETT,
Attorney for Defendant in Error.

THE STATE OF MISSISSIPPI, }
Hinds County. }

Office of the clerk of the supreme court of Mississippi.

I, E. W. Brown, clerk of said supreme court of Mississippi, do hereby certify that the foregoing agreed state of facts *are* the true facts; that judgment was rendered and summary of holdings filed on June 20th, 1898, and that said supreme court adjourned for the

term on July 1st, 1898, as shown by the record- of said court in my office.

Witness my hand & seal of said court this September 9th, 1899.

[Seal Supreme Court, State of Mississippi.]

E. W. BROWN,
Clerk Supreme Court of Mississippi,
By C. C. CAMPBELL, *D. C.*

[Endorsed:] File No., 17,341. Supreme Court U. S., October term, 1899. Term No., 244. The Yazoo & Miss. Valley R. R. Co., P. E., *vs.* Wirt Adams, State revenue agent. Stipulation to correct transcript of record and certificate of clerk of supreme court of Mississippi. Office Supreme Court U. S. Filed Sep. 14, 1899. James H. McKenney, clerk.